<u>AGENDA</u>

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, June 27, 2025 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)

1:30 – 1:35	1.	Approval of Ma	ay 23, 20	025, Minutes	5	
		☑ Action	🗆 Pos	sible Action	Information	Minutes: 5
		Presenter:	Gus Kł	nankarli, STT	C Chair	
		Item Summary:	Approv	al of the May	v 23, 2025, meeting r	minutes contained in
		-	Electro	nic Item 1 wi	ll be requested.	
		Background:	N/A			
1:35 – 1:40	2.	Consent Agend	da			
		☑ Action	□ Pos	sible Action	□ Information	Minutes: 5
		2.1. Endorsem Submittal	ent of th	ne Safe Stree	ets and Roads for A	All Grant Program
		Presenter:	Na	talie Bettger,	NCTCOG	
		Item Summ		-	mend the Regional 1	Fransportation
			Co	uncil's endor	sement of the Hemp	hill Street Community
			Ba	sed Safe Str	eet Project submittee	d for the Fiscal Year
			(F`	Y) 2025 Safe	Streets and Roads	for All (SS4A) –
			lm	plementation	Grant, prepared in p	partnership with the
			Cit	y of Fort Wo	rth.	
		Background	d: Th	e United Stat	tes Department of Tr	ransportation
			(U	SDOT) has a	nnounced a Notice	of Funding Opportunity
			(N	OFO) to solic	it applications for F	25 SS4A funding.
			Th	e Infrastructu	ire Investment and J	obs Act (IIJA)
			est	tablished the	new SS4A Discretio	onary Grant Program
						over five years, 2022-
			20	26. A maxim	um of one grant app	lication of any type
				•	ed per agency. Staff	•
						ouncil of Governments'
					ntation Grant propos	
				•	•	oulevard and Interstate
			-	• • • •		a total project cost of
					ff requested \$12 mill	
					•	local funds provided
			•	•	ort Worth. Additional	
			pro	ogram inform	ation is contained in	Electronic Item 2.1.

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

2.2. Colleyville Traffic Signal Maintenance

Presenter: Natalie Bettger, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of up to \$150,000 in RTC Local funds will be requested to fund the City of Colleyville maintenance of ten traffic signals along State Highway (SH) 26 as it transitions off the state highway system.

Background: The Texas Department of Transportation and the City of Colleyville have been working to convert the SH 26 corridor off the state highway system. As part of this conversion, the City of Colleyville has requested funding to maintain ten traffic signals within the City along this corridor. A cost of \$3,000 per signal per year for a total of \$30,000 a year. The annual cost of \$30,000 for approximately five years for a total not to exceed \$150,000. The intent of this is to fund until Colleyville has the staff capacity to manage and maintain in-house.

Performance Measure(s) Addressed: Roadway

2.3. August 2025 Transportation Improvement Program Revisions

Presenter:Aliyah Shaikh, NCTCOGItem Summary:A recommendation for Regional Transportation Council
approval of revisions to the 2025-2028 Transportation
Improvement Program (TIP) will be requested, along with
the ability to amend the Unified Planning Work Program
and other planning documents with TIP-related changes.Background:August 2025 revisions to the 2025-2028 TIP are provided
as Electronic Item 2.3 for the Committee's consideration.
These modifications have been reviewed for consistency
with the mobility plan, the air quality conformity
determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

2.4. Endorsement of Backstop Funding for Regional Air Quality Initiatives Program

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Presenter:	Michael Morris, NCTCOG
Item Summary:	Endorsement of the Regional Transportation Council
	(RTC) approval of \$300,000 in RTC Local transitional
	funding for the Regional Air Quality Initiatives Program
	will be requested.
Background:	The North Central Texas Council of Governments
	(NCTCOG) is currently working to expediate a new
	agreement with the Texas Department of Transportation
	(TxDOT) for the continuation of the Regional Air Quality Initiatives Program (TIP # 11694.1) which funds NCTCOG

staff activities. The agreement development process was delayed resulting in a possible gap in funding for the program until the new agreement is executed. NCTCOG anticipates the agreement will be executed within the next several weeks, but interim funding may be needed to continue NCTCOG staff activities. Staff requests approval of \$300,000 in RTC Local funds to ensure continuation of staff activities for this program until the Fiscal Year 2025 funding agreement is executed and funding authorization is received.

Performance Measure(s) Addressed: Administrative

2.5. Heartland Flyer Funding for One Year

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	Presenter:	Michael Morris, NCTCOG
	Item Summary:	Staff is requesting \$3.5 million in Regional Toll Revenue
		funds to secure the continued service of the Heartland
		Flyer for one year. Staff will seek reimbursement from the
		State of Texas and initiate a ridership campaign reducing
		the need for a subsidy.
	Background:	The 89th Texas Legislature elected not to support Texas
		Department of Transportation's request for funds to match
		Oklahoma's funds for Heartland Flyer service. There are
		80,000 trips per year using this inter-city rail system. This
		item is an emergency funding commitment to extend
		service long enough to develop a second-year funding
		program in order to get back to the 90th Legislative
		session.

Performance Measure(s) Addressed: Administrative, Transit

2.6. Action Supporting Backstop Funding for Diesel Emissions Reduction Act

Michael Morris, NCTCOG
Action supporting the Regional Transportation Council's
(RTC) approval of \$175,000 in RTC local funding for the
Diesel Emissions Reduction Act (DERA) Program will be
requested. Funding will be returned to the RTC Local
program.
The North Central Texas Council of Governments is
advancing local funding as the DERA program collects
required local match. Since the department wishes to
seek reimbursement for project activities per the
committed funding shares, temporary cash advancement
is necessary to comply with procedures. The program
could seek reimbursement without the local match, but
the program takes on risk if the local match never

materializes. The department policy is to minimize risk and use a backstop to support the local match commitment.

Performance Measure(s) Addressed: Administrative, Transit

1:40 - 1:503. Draft Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program ☑ Action □ Possible Action □ Information Minutes: 10 Presenter: Vickie Alexander, NCTCOG Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the proposed Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) will be requested. A recommendation will also be sought for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program. Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2026 and FY2027 UPWP. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2025, and September 30, 2027. The draft FY2026 and FY2027 UPWP has been submitted to the Texas Department of Transportation for review and comment, and information was presented during the June 5, 2025, public meeting. A copy of the draft document was also provided to the Surface Transportation Technical Committee (STTC) and is available online for review by RTC members, as well as the general public. Electronic Item 3 contains additional information on the draft FY2026 and FY2027 UPWP. A draft of the document for STTC consideration is available at: www.nctcog.org/trans/study/unified-planning-work-program. Copies of the draft document will be available for members upon request.

Performance Measure(s) Addressed: Administrative

1:50 - 2:00

4.

Charging and Fueling Infrastructure Community Electric Vehicle			
Charging Grant – Site Selection Criteria and Call for Projects			
☑ Action	Possible Action	Information	Minutes: 10
Presenter:	Jared Wright, NCTCOG		
Item Summary:	Staff will request a recommendation for Regional		
Transportation Council (RTC) approval to open the North			

Texas Electric Vehicle Infrastructure Call for Projects to select

electric vehicle (EV) charging sites to be built using funds awarded under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award.

Background: In 2024, the North Central Texas Council of Governments was awarded \$15 million through the CFI Community Program to deploy up to 100 EV charging ports on public-sector properties in the region and to hire a consultant to streamline implementation. This project aims to fill gaps in the existing charging station network and achieve more equal access to charging stations for all people in the region. This project was previously approved by the RTC for application to FHWA in May 2023 and for the use of Transportation Development Credits as matching funds in October 2024. The Executive Board approved contract execution with FHWA in October 2024. <u>Electronic Item 4</u> provides additional details on the proposed Call for Projects.

Performance Measure(s) Addressed: Air Quality

2:00 – 2:10 5. Director of Transportation Report on Selected Items

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□ Action	Possible Action	☑ Information	Minutes: 10
Presenter:	Michael Morris, NCT	COG	
Item Summary:	An overview of curre	nt transportation items	will be provided.
Background:	Efforts continue to ac	vance transportation i	n the region. Staff
	will highlight the follo	wing:	

- 1. Federal Certification Review June 4–6, 2025
- 2. Dallas-Fort Worth High-Speed Rail (Economic Impact Studies)
- Unified Transportation Program Funding/Upcoming Texas Department of Transportation Project Sequencing (<u>Electronic Item 5.1</u>) (<u>Electronic Item 5.2</u>) (<u>Electronic Item 5.3</u>)
- 4. Transit 2.0 Next Steps and Policy (P25-01) (<u>Electronic</u> <u>Item 5.4</u>)
- 5. 2025 Transportation Alternatives Call for Projects for the North Central Texas Region (<u>Electronic Item 5.5</u>)
- 6. Progress on Federal Competitive Grants (<u>Electronic</u> <u>Item 5.6</u>)
- 7. Interstate Highway 345 Bridge Investment Program Large Project Grant

Performance Measure(s) Addressed: Administrative

2:10 – 2:15 6. Federal and State Legislative Update

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Action	Possible Action In	nformation	Minutes: 5
Presenter:	Jackie Nolasco, NCTCOG	ì	
Item Summary:	Staff will provide an update	e on federal and S	State legislative
	actions related to transpor	tation and air qua	lity issues affecting
	the Dallas-Fort Worth area	a.	
Background:	Transportation issues con	tinue to be a focu	s for both the
	United States (US) Congre	ess and the Texa	s Legislature. Staff
	will provide an update on I	key legislative po	sitions of the
	Regional Transportation C	ouncil. The 1st s	ession of the 119th
	U.S. Congress convened	on January 3, 202	25. The 89th Texas
	Legislature convened on January 14, 2025, and concluded on		
	June 2, 2025.	-	

Performance Measure(s) Addressed: Administrative

2:15 – 2:20 7. 2025 Public Participation Plan Update

□ Action
 □ Possible Action
 ☑ Information
 Minutes: 5
 Presenter:
 Carli Baylor, NCTCOG
 Item Summary:
 Staff will present an overview of the Public Participation Plan

- and outline proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.
- Background: Electronic Item 7.1 contains the current Public Participation Plan that was approved by the Regional Transportation Council in November 2018 and amendments were made in November 2022. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public and describes measures to include the many different voices in the transportation and air quality planning process. Other updates will address IIJA stakeholder requirements and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan will begin with public meetings in July. The updated draft Public Participation Plan is provided in Electronic Item 7.2. A presentation containing additional information on the proposed revisions is included as Electronic Item 7.3.

Performance Measure(s) Addressed: Administrative

 2:20 – 2:30
 8.
 Proposed Traffic Signal Program Funding Process

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 Action
 □
 Possible Action
 ☑
 Information
 Minut

□ Action
 □ Possible Action
 ☑ Information
 Minutes: 10
 Gregory Masota, NCTCOG
 Item Summary:
 Staff will present a proposed funding process for the traffic signal program. The process will outline agency eligibility requirements, evaluation criteria for funding requests, and the

categorization of traffic signal improvements. It will also include recommendations for cost-sharing between agencies and the North Central Texas Council of Governments.
 Background: The Regional Transportation Council has funded traffic signal projects across the region over the years. This effort continues in response to ongoing requests from local agencies. The proposed initiative aims to establish a structured process for evaluating and funding traffic signal projects as requests are received. Additional information is provided in <u>Electronic Item 8</u>.

Performance Measure(s) Addressed: Air Quality, Safety

2:30 – 2:40 9. Update on Regional Air Quality and the Dallas-Fort Worth Air Quality Improvement Plan

□ Action	□ Possible Action ☑ Information Minutes: 10		
Presenters:	Savana Nance and Daniela Tower, NCTCOG		
Item Summary:	nary: Staff will provide an update on current air quality initiatives,		
-	including development of the Dallas-Fort Worth Air Quality		
	Improvement Plan (DFW AQIP), a comprehensive plan to		
	improve air quality, and latest trends regarding ground level		
	ozone.		
Background:	The North Central Texas Council of Governments (NCTCOG)		
-	Transportation and Environment and Development		
	Departments are collaborating with regional stakeholders to		
	comprehensively improve air quality, including efforts to		
	support the attainment of the Environmental Protection		
	Agency's (EPA) National Ambient Air Quality Standards		
	(NAAQS) and mitigate other regional concerns. As part of this		
	work, NCTCOG is developing the DFW AQIP, a		
	comprehensive plan to improve air quality through 2050. For		
	more information on the DFW AQIP, including a preliminary		
	plan published in March 2024, go to		
	www.publicinput.com/dfwAQIP. A list of preliminary		
	Transportation measures is available as <u>Appendix 10</u> and will		
	be revised as the long-range DFW AQIP is finalized. The DFW		
	region is currently in nonattainment for the pollutant ozone, for		
	which the Texas Commission of Environmental Quality		
	(TCEQ) is responsible for ensuring compliance by July 20,		
	2027. As transportation activities continue to be a leading		
	source of ozone formation, local measures to assist in both		
	near term ozone compliance and future maintenance to the		
	standard will be recommended in the DFW AQIP. Recent		
	emission estimates prepared for Mobility 2050 show a		
	significant rise in nitrogen oxides (NO _X) occurring in the future.		
	NO_X is a precursor to the formation of ozone and through		
	transportation conformity, must remain within emission levels		

established by the TCEQ and approved by EPA. Development of the DFW AQIP will provide a vision to limiting this NO_X increase. Finally, staff recently completed an inventory of carbon dioxide equivalent emissions for transportation, energy, water, wastewater, solid waste, and agriculture/forestry/land use sectors to include in the DFW AQIP.

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50 10. Disadvantaged Business Enterprise Program – Fiscal Year 2026–2028 Goal Update

□ Action	□ Possible Action ☑ Information Minutes: 10		
Presenter:	Emily Beckham, NCTCOG		
Item Summary:	Staff will provide an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-2028 for United States Department of Transportation contracting opportunities.		
Background:	The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2025. Staff have developed proposed goals for the next three years and are ready to initiate public participation and comment. Staff is monitoring the latest developments at the federal level, including the Mid-America Milling Company Case in the United States District Court for the Eastern District of Kentucky. The draft DBE goals for FY2026-2028 have been developed based on federal requirements as of June 16, 2025. <u>Electronic Item 10</u> includes additional details.		

Performance Measure(s) Addressed: Administrative, Transit

2:50 – 2:55 11. Surface Transportation Technical Committee and Regional Transportation Council Officers

□ Action	Possible Action	☑ Information	Minutes: 5
Presenter:	Dan Kessler, NCTCC	DG	
Item Summary:	Staff will brief the Surface Transportation Technical		
	Committee (STTC) on its officers and the Regional		
	Transportation Coun	cil (RTC) officers for th	ne 2025-2026 term.
Background:	Background: According to the RTC Bylaws and Operating Procedures,		
	the Executive Board	of the North Central Te	exas Council of
	Governments annual	lly designates a Chair,	Vice Chair, and
	Secretary for STTC.	STTC officers being re	ecommended
	for approval by the B	oard are Brian Shews	ki, P.E., PTOE,
	Chair, Transportation	n Manager, Transporta	tion
	Engineering, City of I	Plano; Kelly Porter, Vie	ce Chair,

Assistant Director of Transportation and Public Works, City of Fort Worth; and Mark Nelson, Secretary, Director of Transportation and Mobility, City of Richardson. In addition, the new Regional Transportation Council officers are Rick Bailey, Chair, Commissioner, Johnson County; Stephen Mason, Vice Chair, Mayor, City of Cedar Hill; and Jill Jester, Secretary, Councilmember, City of Denton.

Performance Measure(s) Addressed: Administrative

- 2:55 3:05
- 12. Fast Facts

□ Action
 □ Possible Action
 ☑ Information
 Minutes: 10
 Item Summary:
 Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

- 1. *Kate Zielke* Transportation and Stormwater Infrastructure County Government Workshop (<u>Electronic Item 12.1</u>)
- 2. Brian Wilson Progress North Texas 2025 (Handout)
- Gypsy Gavia Transportation Tabletop Exercise Planning for World Cup 2026 (<u>Electronic Item 12.2</u>)
- 4. *Lori Clark* Nominations for Dallas-Fort Worth Clean Cities Technical Advisory Committee (<u>NCTCOG - Dallas-Fort Worth Clean Cities Technical</u> <u>Advisory Committee</u>)
- Savana Nance Local Clean Air Project Spotlight Multimodal Delivery Project (<u>Electronic Item 12.3</u>)
- 6. Carolyn Burns Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
- Carolyn Burns Dallas-Fort Worth Clean Cities Events (<u>https://www.dfwcleancities.org/events</u>)
- 8. Written Progress Reports:
 - Partner Progress Reports (Electronic Item 12.4)
 - May Public Meeting Minutes (Electronic Item 12.5)
 - April–May Public Comments Report (Electronic Item 12.6)
 - July Public Meeting Notice (<u>Electronic Item 12.7</u>)
- 13. <u>Other Business (Old or New)</u>: This item provides an opportunity for members to bring items of interest before the group.
- 14. <u>Next Meeting</u>: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on July 25, 2025**.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, May 23, 2025

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 23, 2025, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

 <u>Approval of April 25, 2025, Minutes</u>: The minutes from the April 25, 2025, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Farhan Butt (S). The motion passed unanimously.

2. Consent Agenda:

2.1. <u>Approval to Participate in Regional Energy Management Assistance Program</u> <u>Contract and Use Regional Transportation Council Local Funds as Match</u>: A recommendation for Regional Transportation Council (RTC) approval to participate in ongoing efforts related to the State Energy Conservation Office's (SECO) Regional Energy Management Assistance Program and use of RTC Local funds (\$75,000) to satisfy match requirements was requested.

A motion was made to approve Item 2.1 on the Consent Agenda. Clarence Daugherty (M); Joe Atwood (S). The motion passed unanimously.

3. Mobility 2050 and Conformity: Regional Transportation Council Adoption Process: Amy Johnson and Jenny Narvaez presented a recommendation for Regional Transportation Council (RTC) approval of <u>Mobility 2050: The Metropolitan Transportation Plan for North</u> <u>Central Texas</u> and associated Transportation Conformity at the June Regional Transportation Council meeting. Staff recapped the plan's recommendations and presented a brief overview of the Transportation Conformity analysis results. Plan information included: public comments received, changes to plan documentation, and draft document contents, including policies, programs, and projects. The draft Mobility 2050 document and the draft recommendations are identified graphically and in tabular format that are available at <u>www.nctcog.org/PlaninProgress</u>. Additional information was provided in Electronic Item 3.1 and public comments received during the planning process were available in Electronic Item 3.2.

A motion was made to recommend Regional Transportation Council approval of the projects, programs, and policies contained in Mobility 2050 and adoption of Mobility 2050 and associated 2025 Transportation Conformity as presented. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

4. Grant Application Partnership for the Cotton Belt Trail Next Phase (3a): Kevin Kokes presented a recommendation for Regional Transportation Council (RTC) approval of a partnership with Dallas Area Rapid Transit (DART) to submit a Texas Department of Transportation (TxDOT) 2025 Transportation Alternatives Program Call for Projects application. RTC will be requested to approve additional federal funds and Regional Toll Revenue funds to leverage the requested Transportation Alternatives Program funds for Phase 3a of the Cotton Belt Trail along the Silver Line rail corridor.

A motion was made to recommend Regional Transportation Council approval of the partnership with Dallas Area Rapid Transit to submit the large-scale construction application to the Texas Department of Transportation 2025 Transportation Alternatives Program Call for Projects requesting \$25 million in federal funding for Cotton Belt Trail Phase 3a. The motion included approval for the additional contribution of \$7.6 million federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$4.9 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award. Also, staff was directed as part of the motion to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Tanya Brooks (M); Clarence Daugherty (S). The motion passed unanimously.

5. <u>Managed Lane Policy, High Occupancy Vehicle 2+/3+ Subsidy Funding, and High Occupancy Vehicle Quarterly Report</u>: Christie Gotti presented a recommendation for Regional Transportation Council (RTC) approval of a \$5.6 million funding increase for North Tarrant Express (NTE) High Occupancy Vehicle (HOV) Subsidy funding, reaffirmation of the RTC policy for HOV 2+ users, and approval to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding.

A motion was made to recommend Regional Transportation Council (RTC) approval of a \$5.6 million funding increase for North Tarrant Express (NTE) High Occupancy Vehicle (HOV) Subsidy funding, reaffirmation of the RTC policy for HOV 2+ users, and approval to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. John Polster (M); Mark Nelson (S). The motion passed unanimously.

- 6. <u>Director of Transportation Report on Selected Items</u>: Michael Morris briefed the Committee on the following topics listed on the agenda:
 - 1. Federal Certification Review Regional Transportation Council Meeting, June 5, 2025, at 10:00 am
 - 2. Unified Transportation Program Funding
 - 3. Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Mediation via Regional Transportation Council
 - 4. Surface Transportation Technical Committee New Officers in June
- 7. <u>Dallas-Fort Worth High-Speed Rail Update</u>: Brendon Wheeler provided an update on study progress. The updates included advancement of the downtown Dallas western alignment concept, opportunities for connectivity between future developments, status of city-led economic studies, and a leadership update on the Dallas-to-Houston corridor.
- Federal and State Legislative Update: Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
- 9. <u>Draft Fiscal Year 2026 and 2027 Unified Planning Work Program</u>: Vickie Alexander presented a summary on the development of the proposed Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) for Regional Transportation Planning.

- Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant <u>Site Selection Criteria and Call for Projects</u>: Jared Wright provided information on a proposed call for projects to select electric vehicle (EV) charging sites to be built using funds awarded under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award.
- 11. <u>Metropolitan Planning Organization Milestone Policy and Project Tracking Update</u>: Cody Derrick provided a status report on the Fiscal Year (FY) 2025 Project Tracking and Milestone Policy Round 2 projects.
- 10. **Fast Facts**: Staff provided a brief presentation on each item below:
 - 1. *Camille Fountain* 2025–2026 Regional Safety Advisory Committee Membership Appointment Deadline: June 27, 2025
 - 2. Daniela Tower 2025 Ozone Season Update
 - 3. *Daniela Tower* Air Quality Update for Industries Meeting Tentative Date: June 10, 2025
 - 4. Joaquin Escalante Air Quality Funding Opportunities (<u>www.nctcog.org/AQfunding</u>)
 - 5. Joaquin Escalante Dallas-Fort Worth Clean Cities Events (<u>https://www.dfwcleancities.org/events</u>)
 - 6. Written Progress Reports:
 - Partner Progress Reports
 - April Public Meeting Minutes
 - March–April Public Comments Report
 - June Public Meeting Notice
- 11. Other Business (Old or New): No items were provided.
- 12. <u>Next Meeting</u>: The next meeting of the Surface Transportation Technical Committee is scheduled at 1:30 pm on June 27, 2025.



North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Grant Program – Submittal Endorsement

Surface Transportation Technical Committee 6.27.2025

Natalie Bettger

Safe Streets & Roads for All (SS4A) Grant Program

Created through the Infrastructure Investment and Jobs Act (IILA)

Purpose: prevent deaths and serious injuries on our roadways

- Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- □ \$5 billion discretionary grant program over five years (2022 2026)
- Inclusive of all types of roadway safety interventions across the Safe
 Systems Approach
- One application per agency allowed



Safe Streets & Roads for All (SS4A) Grant Program



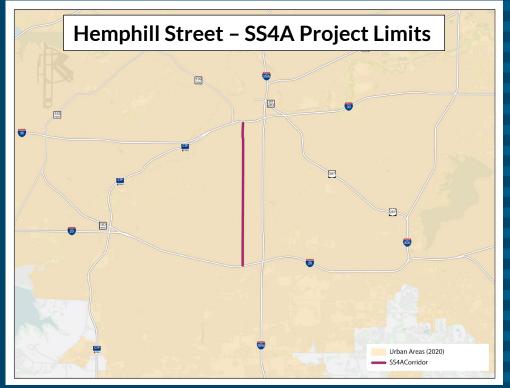
* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



NCTCOG/City of Fort Worth SS4A Application: Hemphill Street Community Based Safe Street Project

Implement strategic countermeasures to address the safety of all modes of transportation, including motor vehicle, transit, bicycle, and pedestrian, between Vickery Boulevard and IH 20 (5.47 miles):

- Address Complete Street Conversion Deficiencies
- Trinity Metro Bus Stop Amenity Upgrades
- Traffic Signal Upgrades
- Pedestrian Improvements (crosswalks, sidewalks, ADA standards, lighting)





NCTCOG/City of Fort Worth SS4A Application: Hemphill Street Community Based Safe Street Project

Anticipated Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Context Sensitive Retrofit, Safety, Transit and Technology Upgrades	\$15,000,000	\$12,000,000	\$3,000,000	City of Fort Worth
Total	\$15,000,000	\$12,000,000	\$3,000,000	



Safe Streets & Roads for All (SS4A) Grant Program

Development Schedule

Date	Milestone
March 28, 2025	NOFO Released
June 27, 2025	STTC Endorsement
July 9, 2025	RTC Endorsement
July 24, 2025	Executive Board Endorsement
June 26, 2025	Applications Due



Safe Streets & Roads for All (SS4A) Grant Program

Action Requested – Recommend Regional Transportation Council endorsement of:

NCTCOG's submittal of the FY 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant application for the **Hemphill Street Community Based Safe Street Project**, in partnership with the City of Fort Worth.

Staff will administratively amend the TIP/STIP and other planning/administrative documents to incorporate the project and funding, if selected for FY 2025 SS4A award.



7

Jeff Neal Senior Project Manager <u>jneal@nctcog.org</u> | 817-608-2345 Natalie Bettger Senior Program Manager <u>nbettger@nctcog.org</u> | 817-695-9280

Karla Windsor, AICPSonya LandrumSenior Program ManagerProgram Managerkwindsor@nctcog.org817-608-2376slandrum@nctcog.

Kevin Kokes, AICP Program Manager <u>kkokes@nctcog.org</u> | 817-695-9275 slandrum@nctcog.org | 817-695-9273 Camille Fountain Senior Transportation Planner <u>cfountain@nctcog.org | 817-704-2521</u>

James McLane Transportation Information System Manager <u>jmclane@nctcog.org</u>



CONTACT

How to Read the Project Modification Listings - Roadway Section

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

TIP Code: 11461	Facility: SH	289 Location/Limits From:	AT INTERSECTION OF PLANO PARKWAY	Modification #: 2017-0004
Implementing Agency:	PLANO			
County: COLLIN	CSJ: 0091	1-05-053		
City: PLANO	Desc:	INTERSECTION IMPROVEMENTS TO REMOVE DOUB APPROACH; INTERSECTION WILL BE NORMALIZED /	LE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN AND SOUTHERN SIGNAL WILL BE REMOVED	I LANES AND A RIGHT TURN LANE ON EACH
	Request:	REVISE LIMITS TO SH 289 FROM VENTURA DR TO 5	00 FEET WEST OF BURNHAM DRIVE AND ON PRESTON RO	OAD FROM ALLIANCE BLVD TO DEXTER DRIVE:

REVISE LIMITS TO SH 289 FROM VENTORA DR TO 500 FEET WEST OF BORNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEATER 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	Reg	jionał	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 Tota	: <u>\$2,880,000</u>	<u>\$360,000</u>		<u>\$0</u>	<u>\$360,000</u>	<u>\$0</u>	<u>\$3,600,000</u>

2016 ENG 0091-05-053 Cat 7: \$496,000 \$62,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,050,000 \$0 \$2,05	FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017 CON 0091-05-053 Cat 5: \$2,050,000 \$260,000 \$0 \$260,000 \$0 \$2,570,00 2017 CON 0091-05-053 Cat 7: \$1,950,000 \$0 \$240,000 \$0 \$2,430,00 Phase Subtotal: \$4,000,000 \$500,000 \$0 \$500,000 \$0 \$5,000,000	2007	ENG	0091-05-053	Cat 7:		\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2017 CON 0091-05-053 Cat 7: \$1,950,000 \$240,000 \$0 \$240,000 \$0 \$2,430,00 Phase Subtotal: \$4,000,000 \$500,000 \$0 \$500,000 \$0 \$5,000,000 \$0 \$0 \$5,000,000 \$0 \$0 \$5,000,000 \$0 \$0 \$0 \$0 \$0	2016	ENG	0091-05-053	Cat 7:		\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
Phase Subtotal: \$4,000,000 \$500,000 \$0 \$500,000 \$0 \$5,000,000	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
Grand Total: \$4,640,000 \$580,000 \$0 \$580,000 \$0 \$5,800,000					Phase Subtotal:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
					Grand Total:	<u>\$4,640,000</u>	<u>\$580,000</u>	<u>\$0</u>	<u>\$580,000</u>	<u>\$0</u>	<u>\$5,800,000</u>

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.

TIP Code: 20109	Facility: FM 54	44 Location/Limits From:	FM 2281 (DENTON DRIVE)	Modification #:	2025-0038
Implementing Agency:	TXDOT-DALLAS	5 Location/Limits To:	0.17 MILES WEST OF JOSEY LANE		
County: DENTON	CSJ: 0619-0	05-034, 0619-05-035			
City: CARROLLTON	Desc:	RECONSTRUCT AND WIDEN TWO LANE RURAL HIG	HWAY TO SIX LANE DIVIDED URBAN FACILITY		
	Request:	REVISE FUNDING TO MATCH TXDOT FINAL STATEM SHARES	MENT OF COSTS; ADD SWPE FOR ENGINEERING; DECREASE UTILIT	ies funding and c	Hange Funding
	Comment:	ASSOCIATED WITH TIP 11720.1/CSJ 0619-05-030 A	AND TIP 11720.2/CSJ 0619-05-037		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0619-05-034	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$5,802,080	\$5,802,080
2013	ENG	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$333,872	\$0	\$0	\$333,872
			Ph	hase Subtotal:	\$0	\$0	\$333,872	\$0	\$5,802,080	\$6,135,952
2013	ROW	0619-05-035	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$5,400,000	\$600,000	\$0	\$6,000,000
2015	UTIL	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$800,000	\$88,889	\$0	\$888,889
2015	CON	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$19,137,241	\$0	\$0	\$19,137,241
2015	CON	0619-05-034	Cat 7:		\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
			Ph	hase Subtotal:	\$3,200,000	\$800,000	\$19,137,241	\$0	\$0	\$23,137,241
				Grand Total:	<u>\$3,200,000</u>	<u>\$800,000</u>	<u>\$25,671,113</u>	<u>\$688,889</u>	<u>\$5,802,080</u>	<u>\$36,162,082</u>

FY	Phase	CSJ	Funding Source	Federal		State	Regional	Local	Local Cont.	Total
2013	ENG	0619-05-034	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$5,802,080	\$5,802,080
2013	ENG	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$333,872	\$0	\$0	\$333,872
2013	ENG	0619-05-034	SW PE:		\$0	\$280,517	\$0	\$0	\$0	\$280,517
			Phase	Subtotal:	\$0	\$280,517	\$333,872	\$0	\$5,802,080	\$6,416,469
2013	ROW	0619-05-035	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$3,357,537	\$373,060	\$0	\$3,730,597
2015	UTIL	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$511,811	\$0	\$0	\$511,811
2015	CON	0619-05-034	Cat 10:		\$0	\$938	\$0	\$0	\$0	\$938
2015	CON	0619-05-034	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$16,958,616	\$0	\$0	\$16,958,616
2015	CON	0619-05-034	Cat 7:	\$3,20	0,000	\$800,000	\$0	\$0	\$0	\$4,000,000
			Phase	Subtotal: \$3,200	,000	\$800,938	\$16,958,616	\$0	\$0	\$20,959,554
			Gra	nd Total: \$3,200	<u>,000</u>	<u>\$1,081,455</u>	<u>\$21,161,836</u>	<u>\$373,060</u>	<u>\$5,802,080</u>	<u>\$31,618,431</u>

TIP Code: 21035	Facility: VA	Location/Limits From:	VALLEY VIEW LANE FROM DENTON ROAD	Modification #: 2025-0113
Implementing Agency:	FARMERS BRANCH	Location/Limits To:	NESTLE DRIVE	
County: DALLAS	CSJ: 0918-47-427, 0918	3-47-428		
City: FARMERS BRANCH	Desc: RECONSTR	UCT FROM 6 TO 4 LANE DIVIDED ROAD	WAY WITH ON-STREET PARKING AND SIDEWALKS	
	Request: DELAY CON	ISTRUCTION TO FY2028		
	DEVELOPM	ENT CREDITS (TDC [MPO]) UTILIZED IN) REASSESS NEED FOR PROJECT UNTIL AFTER COMPLETION I LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN F BE PAID BY CITY OF FARMERS BRANCH AND ARE FOR AME	UNDING TOTAL; CITY OF FARMERS BRANCH MTP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$705,000	\$705,000
2024	UTIL	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$280,500	\$280,500
2025	CON	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,790,090	\$1,790,090
2025	CON	0918-47-427	STBG:	\$259,912	\$0	\$0	\$64,978	\$0	\$324,890
2025	CON	0918-47-428	Cat 3 - TDC (MPO):	\$0	\$0	\$596,657	\$0	\$0	\$0
2025	CON	0918-47-428	STBG:	\$2,983,285	\$0	\$0	\$0	\$0	\$2,983,285
			Phase Subtotal:	\$3,243,197	\$0	\$596,657	\$64,978	\$1,790,090	\$5,098,265
			<u>Grand Total:</u>	<u>\$3,243,197</u>	<u>\$0</u>	<u>\$0</u>	<u>\$64,978</u>	<u>\$2,775,590</u>	<u>\$6,083,765</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$705,000	\$705,000
2024	UTIL	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$280,500	\$280,500
2028	CON	0918-47-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,790,090	\$1,790,090
2028	CON	0918-47-427	STBG:	\$259,912	\$0	\$0	\$64,978	\$0	\$324,890
2028	CON	0918-47-428	Cat 3 - TDC (MPO):	\$0	\$0	\$596,657	\$0	\$0	\$0
2028	CON	0918-47-428	STBG:	\$2,983,285	\$0	\$0	\$0	\$0	\$2,983,285
			Phase Subtotal:	\$3,243,197	\$0	\$596,657	\$64,978	\$1,790,090	\$5,098,265
			<u>Grand Total:</u>	<u>\$3,243,197</u>	<u>\$0</u>	<u>\$0</u>	<u>\$64,978</u>	<u>\$2,775,590</u>	<u>\$6,083,765</u>

TIP Code: 1163	16 I	Facility: VA	IM	GIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND PLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW)N-ATTAINMENT AREA;	Modification #: 2025-0236
Implementing Ag	gency:	NCTCOG			
County: VARIOU	US	CSJ: 0902	2-00-256, 0902-00-257, 0902-48-761, 0902-48-803, 0902-9	0-003, 0902-90-054	
City: VARIOUS		Desc:	INCLUDES IMPROVING SIGNAL OPERATION AND PROG OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCO	RESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT A DG STAFF TIME AND CONSULTANT ASSISTANCE	ND IMPLEMENTATION, AND EVALUATION
		Request:	REVISE LOCAL MATCH FOR CSJ 0902-00-257 FROM LOC	CAL TO RTC/LOCAL	
		Comment:	FUNDING INCLUDES OFF-SYSTEM COMPONENT IN COM	IPANION CSJ 0902-90-009 AND CSJ 0902-48-789	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding So	urce	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:		\$0	\$0	\$79,900	\$0	\$0	\$79,900
2010	IMP	0902-48-761	Cat 5:		\$1,865,494	\$121,616	\$0	\$265,295	\$0	\$2,252,405
				Phase Subtotal:	\$1,865,494	\$121,616	\$79,900	\$265,295	\$0	\$2,332,305
2012	IMP	0902-48-803	Cat 3 - RTC/Local:		\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:		\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
				Phase Subtotal:	\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:		\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:		\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
				Phase Subtotal:	\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 3 - RTC/Local:		\$0	\$0	\$126,140	\$0	\$0	\$126,140
2018	IMP	0902-90-054	Cat 5:		\$1,800,000	\$225,000	\$0	\$98,860	\$0	\$2,123,860
				Phase Subtotal:	\$1,800,000	\$225,000	\$126,140	\$98,860	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 3 - RTC/Local:		\$0	\$0	\$73,860	\$0	\$0	\$73,860
2021	IMP	0902-00-256	Cat 5:		\$1,040,000	\$130,000	\$0	\$56,140	\$0	\$1,226,140
				Phase Subtotal:	\$1,040,000	\$130,000	\$73,860	\$56,140	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:		\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
				Grand Total:	<u>\$10,116,436</u>	<u>\$1,216,909</u>	<u>\$280,359</u>	<u>\$1,032,894</u>	<u>\$0</u>	<u>\$12,646,598</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding So	urce	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:		\$0	\$0	\$79,900	\$0	\$0	\$79,90
2010	IMP	0902-48-761	Cat 5:		\$1,865,494	\$121,616	\$0	\$265,295	\$0	\$2,252,40
				Phase Subtotal:	\$1,865,494	\$121,616	\$79,900	\$265,295	\$0	\$2,332,30
2012	IMP	0902-48-803	Cat 3 - RTC/Local:		\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:		\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
				Phase Subtotal:	\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,900
2014	IMP	0902-90-003	Cat 3 - RTC/Local:		\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:		\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
				Phase Subtotal:	\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,382
2018	IMP	0902-90-054	Cat 3 - RTC/Local:		\$0	\$0	\$126,140	\$0	\$0	\$126,140
2018	IMP	0902-90-054	Cat 5:		\$1,800,000	\$225,000	\$0	\$98,860	\$0	\$2,123,860
				Phase Subtotal:	\$1,800,000	\$225,000	\$126,140	\$98,860	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 3 - RTC/Local:		\$0	\$0	\$73,860	\$0	\$0	\$73,860
2021	IMP	0902-00-256	Cat 5:		\$1,040,000	\$130,000	\$0	\$56,140	\$0	\$1,226,14
				Phase Subtotal:	\$1,040,000	\$130,000	\$73,860	\$56,140	\$0	\$1,300,00
2023	IMP	0902-00-257	Cat 3 - RTC/Local:		\$0	\$0	\$292,500	\$0	\$0	\$292,50
2023	IMP	0902-00-257	Cat 5:		\$2,340,000	\$292,500	\$0	\$0	\$0	\$2,632,500
				Phase Subtotal:	\$2,340,000	\$292,500	\$292,500	\$0	\$0	\$2,925,000
				<u>Grand Total:</u>	<u>\$10,116,436</u>	<u>\$1,216,909</u>	<u>\$572,859</u>	<u>\$740,394</u>	<u>\$0</u>	<u>\$12,646,598</u>
IP Code:	11892.3	Facility: VA		Location/Limits Fro	DOD NOISE M WHITE SETTL		am in lake worth a	ND Modi f	fication #: 2025	-0256
mplement	ing Agency:	NCTCOG								
County: T	ARRANT	CSJ: N/A								
City: VAR	IOUS	Desc:	PERFORM NOISE MITI	GATION ACTIVITIES IN	SIX ISD BUILDINGS	VITHIN LAKE WORT	TH AND WHITE SETTL	EMENT ISDS		
·		Request:	ADD PROJECT TO THE	TRANSPORTATION IMP	ROVEMENT PROGRA	M (TIP)				

Comment: RTC/LOCAL FUNDING TO PROVIDE MATCH FOR US DOD GRANT RECEIVED THROUGH THE COMMUNITY NOISE MITIGATION PROGRAM

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$405,000	\$0	\$0	\$405,000
			<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$405,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$405,000</u>

TIP Code: 14060	Facility: CS	Location/Limits From:	E LOUISIANA STREET FROM SH 5	Modification #: 2025-0306
Implementing Agency:	MCKINNEY	Location/Limits To:	THROCKMORTON ST	
County: COLLIN	CSJ: 0918	3-24-258		
City: MCKINNEY	Desc:	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING OF SIDEWALK IMPROVEMENTS	N-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAS	T LOUISIANA AND GREENVILLE ST, AND
	Request:		HAT ADDITIONAL RTR FUNDS ADDED THROUGH TIP DEVELOPMEN (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PRO	
	Comment:		TIVE PURPOSES ONLY AND DOES NOT REFLECT AN ACTUAL DELAY BY CITY OF MCKINNEY; MCKINNEY'S MTP POLICY BUNDLE TDC BAL	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,989	\$712,989
2022	CON	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,595,000	\$1,595,000
2022	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,595,000	\$0	\$0	\$4,595,000
			Phase Subtotal:	\$0	\$0	\$4,595,000	\$0	\$1,595,000	\$6,190,000
			<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,595,000</u>	<u>\$0</u>	<u>\$2,307,989</u>	<u>\$6,902,989</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,989	\$712,989
2022	CON	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$880,000	\$880,000
2022	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,120,000	\$0	\$0	\$4,120,000
			Phase Subtotal:	\$0	\$0	\$4,120,000	\$0	\$880,000	\$5,000,000
2025	CON	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$715,000	\$715,000
2025	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$475,000	\$0	\$0	\$475,000
			Phase Subtotal:	\$0	\$0	\$475,000	\$0	\$715,000	\$1,190,000
			<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,595,000</u>	<u>\$0</u>	<u>\$2,307,989</u>	<u>\$6,902,989</u>

TIP Code: 21062	Facility: CS	Location/Limits From:	ON CUMMINGS DRIVE FROM US 67	Modification #: 2025-0308
Implementing Agency:	ALVARADO	Location/Limits To:	CR 604	
County: JOHNSON	CSJ: 0902	-50-142, 0902-50-148		
City: ALVARADO	Desc:	RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWA SIGNALIZATION AT US 67 AND CUMMINGS	Y WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INC	CLUDING TURN LANES AND
	Request:		FUNDING FOR CONSTRUCTION UNDER CSJ 0902-50-142, ADVANCE /EMENT PROGRAM (STIP); ADD ENGINEERING, ROW, UTILITIES, AI	
	Comment:	CMAQ FUNDS ARE FOR SIDEWALKS AND INTERSECT TXDOT	CTION IMPROVEMENTS ONLY; LOCAL CONTRIBUTION PAID BY CITY	(OF ALVARADO; PROJECT TO BE LET BY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-50-142	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	ROW	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2025	UTIL	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$550,000	\$550,000
2029	CON	0902-50-142	Cat 5:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
2029	CON	0902-50-142	STBG:	\$7,200,000	\$0	\$0	\$1,800,000	\$0	\$9,000,000
			Phase Subtotal:	\$8,800,000	\$0	\$0	\$2,200,000	\$0	\$11,000,000
			Grand Total:	<u>\$10,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,500,000</u>	<u>\$1,000,000</u>	<u>\$13,500,000</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-50-142	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	ENG	0902-50-148	STBG:	\$586,400	\$0	\$0	\$146,600	\$0	\$733,000
2025	ROW	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2025	ROW	0902-50-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2025	UTIL	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$550,000	\$550,000
2025	UTIL	0902-50-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$800,000	\$800,000
2027	CON	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	0902-50-142	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2027	CON	0902-50-142	STBG:	\$13,440,000	\$0	\$0	\$3,360,000	\$0	\$16,800,000
2027	CON	0902-50-148	STBG:	\$3,680,000	\$0	\$0	\$920,000	\$0	\$4,600,000
			Phase Subtotal:	\$21,120,000	\$0	\$0	\$5,280,000	\$2,000,000	\$28,400,000
			<u>Grand Total:</u>	<u>\$22,906,400</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,726,600</u>	<u>\$3,400,000</u>	<u>\$32,033,000</u>

TIP Code: 54015	Facility: SH	190Location/Limits From:	IH 30	Modification #: 2025-0309
Implementing Agency:	NTTA	Location/Limits To:	US 80	
County: DALLAS	CSJ: 2964	1-06-011		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 6 LANE TOLLWAY AND 0 TO 4 LA	NE DISCONTINUOUS FRONTAGE ROADS	
	Request:	ADVANCE ENGINEERING AND ROW TO FY2027 AND ENGINEERING, INCREASE ROW, AND ADD ENVIRON	O ADD TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVE NMENTAL FUNDING	MENT PROGRAM (STIP); DECREASE
	Comment:	EIS ONGOING; PBGT EAST BRANCH; LOCAL CONTR	IBUTION BY NTTA	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2036	ENG	2964-06-011	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$32,478,248	\$32,478,248
2036	ROW	2964-06-011	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$29,826,962	\$29,826,962
				<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$62,305,210</u>	<u>\$62,305,210</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2027	ENV	2964-06-011	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$5,600,000	\$5,600,000
2027	ENG	2964-06-011	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$20,450,000	\$20,450,000
2027	ROW	2964-06-011	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$47,950,000	\$47,950,000
				<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$74,000,000</u>	<u>\$74,000,000</u>

TIP Code: 54070	Facility: SH 2	190Location/Limits From:	US 80	Modification #: 2025-0310
Implementing Agency:	NTTA	Location/Limits To:	IH 20	
County: DALLAS	CSJ: 2964	-06-012		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 6 LANE TOLLWAY AND 0 TO 4 LA	ANE DISCONTINOUS FRONTAGE ROADS	
	Request:	ADVANCE ENGINEERING TO FY2027 AND ADD TO T FUNDING; ADD ENVIRONMENTAL AND ROW FUNDI	THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PRO ING	GRAM (STIP); DECREASE ENGINEERING
	Comment:	EIS ONGOING; PBGT EAST BRANCH; LOCAL CONTR	RIBUTION BY NTTA	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2036	ENG	2964-06-012	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$31,123,388	\$31,123,388
				<u>Grand Total:</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$31,123,388</u>	<u>\$31,123,388</u>

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2027	ENV	2964-06-012	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$5,600,000	\$5,600,000
2027	ENG	2964-06-012	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$20,450,000	\$20,450,000
2027	ROW	2964-06-012	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$47,950,000	\$47,950,000
				Grand Total:	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$74,000,000</u>	<u>\$74,000,000</u>

TIP Code: 21007	Facility: VA	Location/Limits From:	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	Modification #: 2025-0316
Implementing Agency:	FORT WORTH	Location/Limits To:	WEATHERFORD STREET	
County: TARRANT	CSJ: 0014	-01-026		
City: FORT WORTH	Desc:	TRAFFIC CALMING AND CURB EXTENSIONS (CROSS AND ELIMINATE BAIL OUT LANE	SWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTIN	NG TURNING RADIUS OF MAIN STREET
	Request:		XTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE N AMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS ION	,
	Comment:	LOCAL CONTRIBUTION PAID BY DOWNTOWN FOR	T WORTH, INC; INCLUDES 5 YEARS OF INFLATION FOR CONSTRUC	TION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-01-026	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$775,000	\$775,000
2026	CON	0014-01-026	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2026	CON	0014-01-026	STBG:	\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000
			Phase Subtotal:	\$6,640,000	\$660,000	\$0	\$1,000,000	\$0	\$8,300,000
			<u>Grand Total:</u>	<u>\$6,640,000</u>	<u>\$660,000</u>	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$775,000</u>	<u>\$9,075,000</u>

REVISION REQUESTED:

\$0 \$0 \$4,000,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$1,000,000	\$775,000 \$1,000,000 \$0	\$775,000 \$1,000,000 \$5,000,000
			1-	.,,,	
\$4,000,000	\$0	\$0	\$1,000,000	¢0	¢E 000 000
		1.5	+ = /000/000	ΨU	\$3,000,000
\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000
\$6,640,000	\$660,000	\$0	\$1,000,000	\$1,000,000	\$9,300,000
\$6,640,000	<u>\$660,000</u>	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$1,775,000</u>	<u>\$10,075,000</u>
	<u>\$6,640,000</u>	+-/			

TIP Code:	25013	Facility:	CS
Implement	ing Agency:	FORT W	ORTH

Location/Limits To: LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST

GATE

County: TARRANT **CSJ:** 0902-90-046, 0902-90-172

City: VARIOUS

Desc: 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

Location/Limits From: MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE

Request: DECREASE ENGINEERING AND INCREASE UTILITIES FUNDING IN FY2025; ADD ROW FUNDING TO FY2025; DELAY CONSTRUCTION TO FY2026; INCREASE STBG FUNDING FOR CONSTRUCTION

Comment: 4,950,988 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; CMAQ FOR INTERSECTION IMPROVEMENTS, BIKE/PED, & SIGNALS ONLY

Modification #: 2025-0317

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding So	urce	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):		\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:		\$792,005	\$0	\$0	\$0	\$0	\$792,005
2016	ENG	0902-90-046	STBG:		\$792,005	\$0	\$0	\$0	\$0	\$792,005
				Phase Subtotal:	\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:		\$900,000	\$0	\$0	\$0	\$0	\$900,000
				Phase Subtotal:	\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$216,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:		\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
				Phase Subtotal:	\$1,080,000	\$0	\$216,000	\$0	\$0	\$1,080,000
2025	ENG	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$162,840	\$0	\$0	\$0
2025	ENG	0902-90-172	STBG:		\$814,198	\$0	\$0	\$0	\$0	\$814,198
				Phase Subtotal:	\$814,198	\$0	\$162,840	\$0	\$0	\$814,198
2025	UTIL	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$224,000	\$0	\$0	\$0
2025	UTIL	0902-90-172	STBG:		\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
				Phase Subtotal:	\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
2025	CON	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$3,150,000	\$0	\$0	\$0
2025	CON	0902-90-172	Cat 5:		\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2025	CON	0902-90-172	STBG:		\$9,750,000	\$0	\$0	\$0	\$0	\$9,750,000
				Phase Subtotal:	\$15,750,000	\$0	\$3,150,000	\$0	\$0	\$15,750,000
				Grand Total:	<u>\$21,248,208</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$21,248,208</u>

FY	Phase	CSJ	Funding So	urce	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):		\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:		\$792,005	\$0	\$0	\$0	\$0	\$792,005
2016	ENG	0902-90-046	STBG:		\$792,005	\$0	\$0	\$0	\$0	\$792,005
				Phase Subtotal:	\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:		\$900,000	\$0	\$0	\$0	\$0	\$900,000
				Phase Subtotal:	\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$216,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:		\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
				Phase Subtotal:	\$1,080,000	\$0	\$216,000	\$0	\$0	\$1,080,000
2025	ENG	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$162,000	\$0	\$0	\$0
2025	ENG	0902-90-172	STBG:		\$810,000	\$0	\$0	\$0	\$0	\$810,000
				Phase Subtotal:	\$810,000	\$0	\$162,000	\$0	\$0	\$810,000
2025	ROW	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$40,400	\$0	\$0	\$0
2025	ROW	0902-90-172	STBG:		\$202,000	\$0	\$0	\$0	\$0	\$202,000
				Phase Subtotal:	\$202,000	\$0	\$40,400	\$0	\$0	\$202,000
2025	UTIL	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$342,088	\$0	\$0	\$0
2025	UTIL	0902-90-172	STBG:		\$1,710,440	\$0	\$0	\$0	\$0	\$1,710,440
				Phase Subtotal:	\$1,710,440	\$0	\$342,088	\$0	\$0	\$1,710,440
2026	CON	0902-90-172	Cat 3 - TDC (MPO):		\$0	\$0	\$3,693,698	\$0	\$0	\$0
2026	CON	0902-90-172	Cat 5:		\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2026	CON	0902-90-172	STBG:		\$12,468,492	\$0	\$0	\$0	\$0	\$12,468,492
				Phase Subtotal:	\$18,468,492	\$0	\$3,693,698	\$0	\$0	\$18,468,492
				Grand Total:	<u>\$24,754,942</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$24,754,942</u>

TIP Code: 13040.1	Facility: FM 157	Location/Limits From:	8TH ST	Modification #: 2025-0320
Implementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	NORTH CR 108B	
County: JOHNSON	CSJ: 0747-08-002			
City: VENUS	Desc: CONSTRUCT 0 TO 2	2 LANE URBAN ROADWAY AND I	INTERSECTION IMPROVEMENTS AT FM 157 AND STUDENT DRIVE	
	•	DM TIP 13040/CSJ 0747-05-043 IMPROVEMENT PROGRAM (STIF	AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PF	COGRAM (TIP) AND STATEWIDE
		,	TIP 13040/CSJ 0747-05-043 AND TIP 13041/CSJ 0747-05-042; PREC TO RTC, THE PHYSICAL LOCATION OF THE PROJECT WILL NOT CHA	

FY	Phase	CSJ	Funding Source	Fea	deral	State	Regional	Local	Local Cont.	Total
2025	ENG	0747-08-002	SW PE:		\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2026	CON	0747-08-002	Cat 2M:		\$0	\$8,400,000	\$0	\$0	\$0	\$8,400,000
			<u>(</u>	<u>Grand Total:</u>	<u>\$0</u>	<u>\$10,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,400,000</u>

TIP Code: 13040	Facility: FM	157	Location/Limits From:	MAIN ST FROM 8TH STREET	Modification #:	2025-0321
Implementing Agency:	TXDOT-FORT	WORTH	Location/Limits To:	NORTH OF CR 108B		
County: JOHNSON	CSJ: 0747	7-05-043				
City: VENUS	Desc:	Realign Roadway 2 L	ANE RURAL TO 2 LANE URB	AN WITH SIDEWALKS AND TURN LANES		
	Request:	LANE TO 2 LANE ROAD	VAY WITH SIDEWALKS AND	NSTRUCTION FUNDING TO SPLIT OUT ONTO TIP 13040.1/CSJ 0747) TURN LANES; REMOVE PROJECT FROM THE 2025-2028 STATEWID STIP UNDER CSJ 5000-00-952	,	
	Comment:		,	TP 13040.1/CSJ 0747-08-002 AND TIP 13041/CSJ 0747-05-042; PRO D COULD BE CLARIFIED ACCORDINGLY PRIOR TO RTC, THE PHYSIC		,

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0747-05-043	SW PE:	\$0	\$375,000	\$0	\$0	\$0	\$375,000
2022	ROW	0747-05-043	SW ROW:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0747-05-043	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2025	CON	0747-05-043	Cat 2M:	\$0	\$10,400,000	\$0	\$0	\$0	\$10,400,000
			Gran	<u>d Total:</u> \$0	<u>\$12,275,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$12,275,000</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local I	ocal Cont.	Total
2018	ENG	0747-05-043	SW PE:	\$0	\$375,000	\$0	\$0	\$0	\$375,000
2022	ROW	0747-05-043	SW ROW:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0747-05-043	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	0747-05-043	Cat 2M:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
			Grand	<u>Total:</u> <u>\$0</u>	<u>\$3,875,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,875,000</u>

TIP Code: 14070	Facility: SS 36	6 Location/Limits From:	WEST OF AKARD ST	Modification #: 2025-0327
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	SAINT PAUL ST	
County: DALLAS	CSJ: 0196-0	07-034		
City: DALLAS	Desc:	CONSTRUCT EXTENSION OF EXISTING KLYDE WAR	REN PARK DECK PLAZA; STRUCTURE ONLY	
	•		NTRIBUTION FOR ENGINEERING; INCREASE LOCAL CONTRIBUTIO COULD BE ADJUSTED ACCORDINGLY PRIOR TO RTC	IN FOR CONSTRUCTION; LATEST COST
		l l l l l l l l l l l l l l l l l l l	OMMUNITIES AND NEIGHBORHOODS GRANT) FOR CONSTRUCTION YING ADDITIONAL LOCAL CONTRIBUTION FUNDS FOR NON-TRANS THE PORJECT	,

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,240,000	\$10,240,000
2019	ENG	0196-07-034	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
			Phase Subtotal:	\$0	\$2,000,000	\$0	\$0	\$10,240,000	\$12,240,000
2025	UTIL	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2026	CON	0196-07-034	Cat 10:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2026	CON	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,800,000	\$8,800,000
2026	CON	0196-07-034	STBG:	\$36,800,000	\$0	\$0	\$9,200,000	\$0	\$46,000,000
			Phase Subtotal:	\$56,800,000	\$0	\$0	\$14,200,000	\$8,800,000	\$79,800,000
			Grand Total:	<u>\$56,800,000</u>	<u>\$2,000,000</u>	<u>\$0</u>	<u>\$14,200,000</u>	<u>\$19,440,000</u>	<u>\$92,440,000</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,240,000	\$12,240,000
2019	ENG	0196-07-034	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$12,240,000	\$12,240,000
2025	UTIL	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2026	CON	0196-07-034	Cat 10:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2026	CON	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$41,000,000	\$41,000,000
2026	CON	0196-07-034	STBG:	\$36,800,000	\$0	\$0	\$9,200,000	\$0	\$46,000,000
			Phase Subtotal:	\$56,800,000	\$0	\$0	\$14,200,000	\$41,000,000	\$112,000,000
			<u>Grand Total:</u>	<u>\$56,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$14,200,000</u>	<u>\$53,640,000</u>	<u>\$124,640,000</u>

TIP Code: 14077.1	Facility: CS	Location/Limits From:	ON KREYMER LANE FROM SH 78	Modification #: 2025-0333
Implementing Agency:	WYLIE	Location/Limits To:	CRESCENT OAK	
County: COLLIN	CSJ: 0918	-24-313		
City: WYLIE	Desc:	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE INC TRAFFIC SIGNALS	CLUDING SIDEWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; F	REALIGN INTERSECTION; CONSTRUCT NEW
	Request:	APPROVED BY THE RTC MARCH 13, 2025; ADVANCE THOSE PHASES, MOVE STBG TO CONSTRUCTION, A	EMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION I E ROW TO FY2026, REVISE ENGINEERING & ROW TO 100% LOCAL ADVANCE CONSTRUCTION TO FY2028, INCREASE CONSTRUCTION CLUDING SIDEWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; F	CONTRIBUTION IN ORDER TO EXPEDITE FUNDING, AND REVISE SCOPE TO
	Comment:	AWAITING FHWA FFCS APPROVAL; CMAQ FOR SID	EWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; LOCAL CONTR	RIBUTION PAID BY THE CITY OF WYLIE

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-24-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2026	ROW	0918-24-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2028	CON	0918-24-313	Cat 5:	\$3,200,000	\$0	\$0	\$800,000	\$0	\$4,000,000
2028	CON	0918-24-313	STBG:	\$15,200,000	\$0	\$0	\$3,800,000	\$0	\$19,000,000
			Phase Subtotal:	\$18,400,000	\$0	\$0	\$4,600,000	\$0	\$23,000,000
			Grand Total:	<u>\$18,400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,600,000</u>	<u>\$3,000,000</u>	<u>\$26,000,000</u>

TIP Code: 14003	Facility: CS	Location/Limits From:	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	Modification #: 2025-0336
Implementing Agency:	DALLAS CO	Location/Limits To:	LANCASTER-HUTCHINS RD	
County: DALLAS	CSJ: 0918	-47-239		
City: LANCASTER	Desc:	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RU	IRAL TO 4 LANE DIVIDED URBAN	
	Request:	DELAY ROW & UTILITIES TO FY2027 AND CONSTRUCTION FUNDING	JCTION TO FY2029 TO MATCH LATEST COUNTY SCHEDULE; INCRE	EASE ROW, UTILITIES, AND
	Comment	ENGINEERING INCLUDES DALLAS CO THPD AND DI	RECT STATE COSTS BOTH OF WHICH ARE FUNDED WITH DALLAS	CO MCIP FUNDS: LOCAL CONTRIBUTION

Comment: ENGINEERING INCLUDES DALLAS CO IHPD AND DIRECT STATE COSTS BOTH OF WHICH ARE FUNDED WITH DALLAS CO MCIP FUNDS; LOCAL CONTRIBUTION PAID BY THE CITY OF LANCASTER AND DALLAS CO; PART OF THE DOUBLE HOCKEY STICK PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regi	onal	Local	Local Cont.	Total
2024	ENG	0918-47-239	Cat 3 - Local Contribution:		\$0	\$C		\$0	\$0	\$1,316,563	\$1,316,563
2026	ROW	0918-47-239	STBG:		\$329,152	\$C		\$0	\$82,288	\$0	\$411,440
2026	UTIL	0918-47-239	Cat 3 - Local Contribution:		\$0	\$C		\$0	\$0	\$411,442	\$411,442
2028	CON	0918-47-239	STBG:		\$8,090,848	\$C		\$0	\$2,022,712	\$0	\$10,113,560
				Grand Total:	<u>\$8,420,000</u>	<u>\$0</u>	<u> </u>	<u>\$0</u>	<u>\$2,105,000</u>	<u>\$1,728,005</u>	<u>\$12,253,005</u>

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-239	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$3,606,517	\$3,606,517
2027	ROW	0918-47-239	STBG:		\$2,640,000	\$0	\$0	\$660,000	\$0	\$3,300,000
2027	UTIL	0918-47-239	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$3,850,000	\$3,850,000
2029	CON	0918-47-239	STBG:		\$23,543,528	\$0	\$0	\$5,885,882	\$0	\$29,429,410
				Grand Total:	<u>\$26,183,528</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,545,882</u>	<u>\$7,456,517</u>	<u>\$40,185,927</u>

TIP Code: 13056	Facility: VA	Location/Limits From:	LANCASTER AVE/SH 180; IH 35W	Modification #: 2025-0345
Implementing Agency:	TXDOT-FORT	WORTH Location/Limits To:	TIERNEY RD	
County: TARRANT	CSJ: 0008	-05-029		
City: FORT WORTH	Desc:	RECONSTRUCT ROADWAY 6 TO 6 LANES WITH PER	DESTRIAN IMPROVEMENTS	
	Request:		0008-06-052, INCREASE CAT 2 FUNDING, INCREASE LOCAL CONTR E SCOPE TO RECONSTRUCT ROADWAY 6 TO 6 LANES WITH PEDES	,
	Comment:	,	TIP 13057/CSJ 0008-06-052; LOCAL CONTRIBUTION BY CITY OF FO PTEMBER 2027; CMAQ FUNDING FOR PEDESTRIAN IMPROVEMENTS	,

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-05-029	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0008-05-029	SW ROW:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2025	UTIL	0008-05-029	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2027	CON	0008-05-029	Cat 2M:	\$50,000,000	\$12,500,000	\$0	\$0	\$0	\$62,500,000
2027	CON	0008-05-029	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,430,160	\$6,430,160
2027	CON	0008-05-029	Cat 4:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
			Phase Subtotal:	\$70,000,000	\$17,500,000	\$0	\$0	\$6,430,160	\$93,930,160
			Grand Total:	<u>\$70,000,000</u>	<u>\$25,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,430,160</u>	<u>\$102,430,160</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0008-05-029	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2025	ROW	0008-05-029	SW ROW:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2025	UTIL	0008-05-029	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2027	CON	0008-05-029	Cat 10 - RAISE Grant:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2027	CON	0008-05-029	Cat 2M:	\$71,255,872	\$17,813,968	\$0	\$0	\$0	\$89,069,840
2027	CON	0008-05-029	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,430,160	\$11,430,160
2027	CON	0008-05-029	Cat 4:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
2027	CON	0008-05-029	Cat 5:	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000
			Phase Subtotal:	\$124,855,872	\$26,213,968	\$0	\$5,000,000	\$11,430,160	\$167,500,000
			<u>Grand Total:</u>	<u>\$124,855,872</u>	<u>\$33,713,968</u>	<u>\$0</u>	<u>\$5,000,000</u>	<u>\$12,430,160</u>	<u>\$176,000,000</u>

TIP Code: 55034.1	Facility: SH	183 Location/Limits From:	FM 157	Modification #: 2025-0351
Implementing Agency:	TXDOT-FORT	WORTH Location/Limits To:	BEAR CREEK PKWY	
County: TARRANT	CSJ: 0364	-05-043		
City: EULESS	Desc:	RESTRIPE ROADWAY TO ALLOW FOR AUXILIARY M	IERGE LANE	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATIO PROJECT GROUPED UNDER 5000-00-952	ON IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTA	FION IMPROVEMENT PROGRAM (STIP);
	Comment:	PROJECT GROUPED UNDER 5000-00-952		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federa	al	State	Regional	Local	Local Cont.	Total
2025	ENG	0364-05-043	SW PE:		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2027	CON	0364-05-043	Cat 3 - RTR 121 - NTE12:		\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
			<u>Gran</u>	d Total:	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$5,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,000,000</u>
TIP Code:	21019	Facility: US 3	377 Location,	Limits From: AT F	RM 2871			Modi	ification #: 2025-0	355
Implement	ting Agency:	TXDOT-FORT	WORTH							
County:	FARRANT	CSJ: 0080-	-07-099							
City: BEN	IBROOK	Desc:	INTERSECTION IMPROVEMENTS IN AND TRAFFIC SIGNAL IMPROVEMENT					NSTRUCTION OF R	RIGHT TURN LANE ON	I EB RM 2871,
		Request:	DELAY CONSTRUCTION PHASE TO IMPROVEMENT PROGRAM (STIP) A		- /				ATEWIDE TRANSPOR	TATION
		Comment:	REGIONAL 10-YEAR PLAN PROJECT	; PART OF 2022 SE CO	ONNECTOR	CAT 2/STBG EXCH	ANGE			

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0080-07-099	SW PE:		\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2027	ROW	0080-07-099	SW ROW:		\$0	\$255,682	\$0	\$0	\$0	\$255,682
2027	UTIL	0080-07-099	SW ROW:		\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2027	CON	0080-07-099	Cat 2M:		\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
				Grand Total:	<u>\$5,200,000</u>	<u>\$1,555,682</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$6,755,682

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0080-07-099	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2027	ROW	0080-07-099	SW ROW:	\$0	\$255,682	\$0	\$0	\$0	\$255,682
2027	UTIL	0080-07-099	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2030	CON	0080-07-099	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
			Grand	d Total: \$4,800,000	<u>\$1,955,682</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,755,682</u>

TIP Code: 13035.2	Facility: FM 664	Location/Limits From:	WEST OF FERRIS ROAD	Modification #: 2	2025-0361
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	IH 45		
County: ELLIS	CSJ: 1051-03-001				
City: FERRIS	Desc: REALIGN AND WIDE	N FROM WEST OF FERRIS RD T	TO N CENTRAL 2 TO 6 LANES; FROM N CENTRAL TO IH 45 CONST	TRUCT 0 TO 6 LANES	
	Request: DELAY CONSTRUCTI	ION TO FY2029 AND REMOVE F	ROM THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEM	ENT PROGRAM (STIP)	
	Comment: REGIONAL 10-YEAR	PLAN PROJECT; RELATED TO T	TP 13035.1/CSJ 1051-01-051		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-03-001	SW PE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2020	ROW	1051-03-001	SW ROW:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
2028	CON	1051-03-001	Cat 2M:	\$54,785,483	\$13,696,371	\$0	\$0	\$0	\$68,481,854
2028	CON	1051-03-001	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
			Phase Su	ıbtotal: \$59,585,483	\$14,896,371	\$0	\$0	\$0	\$74,481,854
			Grand	<u> 1 Total:</u> \$66,385,483	<u>\$17,841,576</u>	<u>\$0</u>	<u>\$850,000</u>	<u>\$0</u>	<u>\$85,077,059</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1051-03-001	SW PE:	\$0	\$2,095,205	\$0	\$0	\$0	\$2,095,205
2020	ROW	1051-03-001	SW ROW:	\$6,800,000	\$850,000	\$0	\$850,000	\$0	\$8,500,000
2028	CON	1051-03-001	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2028	CON	1051-03-001	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
2029	CON	1051-03-001	Cat 2M:	\$54,785,483	\$13,696,371	\$0	\$0	\$0	\$68,481,854
2029	CON	1051-03-001	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
			Phase Subtotal:	\$59,585,483	\$14,896,371	\$0	\$0	\$0	\$74,481,854
			Grand Total:	<u>\$66,385,483</u>	<u>\$17,841,576</u>	<u>\$0</u>	<u>\$850,000</u>	<u>\$0</u>	<u>\$85,077,059</u>

TIP Code: 50013	Facility: US	80 Location/Limits From: AT BUFFALO CREEK	Modification #: 2025-0362
Implementing Agency:	TXDOT-DALL	AS	
County: KAUFMAN	CSJ: 0095	-03-108	
City: FORNEY	Desc:	REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ST REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM PROJECT	ATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP);
	Comment:	CMAQ FOR NEW SIDEWALKS; REGIONAL 10-YEAR PLAN PROJECT	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-108	Cat 4:		\$7,921,198	\$1,980,299	\$0	\$0	\$0	\$9,901,497
2027	CON	0095-03-108	Cat 5:		\$154,021	\$38,505	\$0	\$0	\$0	\$192,526
			F	Phase Subtotal:	\$8,075,219	\$2,018,804	\$0	\$0	\$0	\$10,094,023
				Grand Total:	<u>\$8,075,219</u>	<u>\$2,018,804</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,094,023</u>
TIP Code: Implementi	50013.1 ing Agency:	Facility: US & TXDOT-DALLA		ocation/Limits From	: AT BUFFALO	CREEK RELIEF		Modi	fication #: 2025-0	363
County: K	AUFMAN	CSJ: 0095	-03-109							
City: FOR	NEY	Desc:	REPLACE EXISTING MULTI	PLE CULVERTS WITH A	BRIDGE, APPRO	ACHES, AND CONSTI	RUCT NEW SIDEWALKS	5		
		Request:	ADD PROJECT TO THE 202 REQUEST NEW CMAQ FUNI			nt program (TIP)	AND STATEWIDE TRAN	SPORTATION IM	PROVEMENT PROGRA	AM (STIP);
		Comment:	CMAQ FOR NEW SIDEWALK	KS; REGIONAL 10-YEAF	R PLAN PROJECT					

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-109	Cat 4:		\$14,812,927	\$3,703,232	\$0	\$0	\$0	\$18,516,159
2027	CON	0095-03-109	Cat 5:		\$211,674	\$52,918	\$0	\$0	\$0	\$264,592
				Phase Subtotal:	\$15,024,601	\$3,756,150	\$0	\$0	\$0	\$18,780,751
				<u>Grand Total:</u>	<u>\$15,024,601</u>	<u>\$3,756,150</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$18,780,751</u>

TIP Code: 21039	Facility: SH 18	30 Location/Limits From: ON MAIN STREET AT JEFFERSON STREET Modification #: 2025-0364
Implementing Agency:	GRAND PRAIRIE	E
County: DALLAS	CSJ: 0008-0	8-079
City: GRAND PRAIRIE	Desc:	CONSTRUCT ROUNDABOUT
	Request:	INCREASE FUNDING FOR CONSTRUCTION AND DELAY FROM FY2025 TO FY2026; PROJECT TO BE RE-LET
	Comment:	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; PARTNERSHIP WITH GRAND PRARIE 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
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
			<u>Grand Total:</u>	<u>\$3,512,000</u>	<u>\$878,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,190,000</u>	<u>\$7,580,000</u>

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
2026	CON	0008-08-079	Cat 5:	\$1,877,325	\$469,331	\$0	\$0	\$0	\$2,346,656
			Grand Total:	<u>\$4,909,325</u>	<u>\$1,227,331</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,190,000</u>	<u>\$9,326,656</u>

TIP Code: 50013.2	Facility: US 8	30 Location/Limits From:	SOUTH FRONTAGE ROAD	Modification #: 2025-0365
Implementing Agency:	TXDOT-DALLA	S Location/Limits To:	AT BUFFALO CREEK	
County: KAUFMAN	CSJ: 0095	-03-098		
City: FORNEY	Desc:	REPLACE BRIDGE AND APPROACHES AND CONSTRU	UCT NEW SIDEWALKS	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATIC REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM PRO	DN IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTA DJECT	TION IMPROVEMENT PROGRAM (STIP);
	Comment:	CMAQ FOR SIDEWALKS ONLY; REGIONAL 10-YEAR	PLAN PROJECT	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-098	Cat 4:	\$2,887,223	\$721,806	\$0	\$0	\$0	\$3,609,029
2027	CON	0095-03-098	Cat 5:	\$220,381	\$55,095	\$0	\$0	\$0	\$275,476
2027	CON	0095-03-098	Cat 6:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
			Phase Subtotal:	\$5,507,604	\$1,376,901	\$0	\$0	\$0	\$6,884,505
			<u>Grand Total:</u>	<u>\$5,507,604</u>	<u>\$1,376,901</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,884,505</u>
TIP Code: Implement	50013.4 ing Agency:	Facility: US & TXDOT-DALLA	•		ITAGE ROAD CREEK RELIEF		Modifi	cation #: 2025-03	866
County: K	AUFMAN	CSJ: 0095	-03-099						
City: FOR	NEY	Desc:	REPLACE BRIDGE AND APPROACHES AND CON	STRUCT NEW SIDE	WALKS				
		Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTA REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM		ent program (TIP) /	AND STATEWIDE TRA	NSPORTATION IMP	ROVEMENT PROGRA	M (STIP);
		Comment:	CMAQ FOR SIDEWALKS ONLY; REGIONAL 10-Y	EAR PLAN PROJECT	Г				

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-099	Cat 4:		\$2,242,325	\$560,581	\$0	\$0	\$0	\$2,802,906
2027	CON	0095-03-099	Cat 5:		\$197,022	\$49,255	\$0	\$0	\$0	\$246,277
2027	CON	0095-03-099	Cat 6:		\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
				Phase Subtotal:	\$8,039,347	\$2,009,836	\$0	\$0	\$0	\$10,049,183
				<u>Grand Total:</u>	<u>\$8,039,347</u>	<u>\$2,009,836</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,049,183</u>

TIP Code: 14081	Facility: VA	Location/Limits From:	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	Modification #: 2025-0372
Implementing Agency:	GRAND PRAIRIE	Location/Limits To:	WESTBOUND IH 20 FRONTAGE ROAD	
County: TARRANT	CSJ: 2374-05-092			
City: GRAND PRAIRIE	Desc: WIDEN ROADWAY FR	OM 4 TO 6 LANES WITH SIDE	WALKS	
	Request: INCREASE ENGINEER	ING, UTILITIES, AND CONSTR	UCTION FUNDING; DELAY CONSTRUCTION TO FY2028	
	Comment: LOCAL CONTRIBUTIO	N PAID BY THE CITY OF GRA	ND PRARIE; CMAQ FOR SIDEWALKS ONLY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2025	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2027	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2027	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
			Phase Subtotal:	\$2,126,400	\$531,600	\$0	\$0	\$0	\$2,658,000
			Grand Total:	<u>\$2,126,400</u>	<u>\$531,600</u>	<u>\$0</u>	<u>\$0</u>	<u>\$530,300</u>	<u>\$3,188,300</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$650,000	\$650,000
2025	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2028	CON	2374-05-092	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2028	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
			Phase Subtotal:	\$2,471,200	\$617,800	\$0	\$0	\$0	\$3,089,000
			<u>Grand Total:</u>	<u>\$2,471,200</u>	<u>\$617,800</u>	<u>\$0</u>	<u>\$0</u>	<u>\$950,000</u>	<u>\$4,039,000</u>

TIP Code: 11630.7	Facility: SH 161	Location/Limits From:	ON FRONTAGE ROADS FROM IH 20	Modification #: 2025-0373
Implementing Agency:	GRAND PRAIRIE	Location/Limits To:	IH 30	
County: DALLAS	CSJ: 2964-01-052			
City: GRAND PRAIRIE	Desc: INSTALL 6 NEW [DMS AND 2 NEW CCTV CAMERAS A	LONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180	AND JEFFERSON
	Request: INCREASE CONST	RUCTION FUNDING		

CURRENTLY APPROVED:

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2964-01-052	Cat 5:		\$84,017	\$21,004	\$0	\$0	\$0	\$105,021
2026	CON	2964-01-052	Cat 5:		\$840,176	\$210,044	\$0	\$0	\$0	\$1,050,220
				Grand Total:	\$924,193	\$231,048	\$0	\$0	\$0	\$1,155,241

REVISION REQUESTED:

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2964-01-052	Cat 5:		\$84,017	\$21,004	\$0	\$0	\$0	\$105,021
2026	CON	2964-01-052	Cat 5:		\$1,363,571	\$340,893	\$0	\$0	\$0	\$1,704,464
				Grand Total:	<u>\$1,447,588</u>	<u>\$361,897</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,809,485</u>

TIP Code: 25106	Facility: VA	Location/Limits From: NE CORNER OF IH 35W AND FM 118	7 Modification #: 2025-0374
Implementing Agency:	TESLA, INC.		
County: TARRANT	CSJ: 5000	-00-233	
City: FORT WORTH	Desc:	INSTALL 7 ELECTRIC VEHICLE CHARGING STATIONS WITHIN 1 MILE OF THE IH 35W ELE	CTRIC ALTERNATIVE FUEL CORRIDOR
	Request:	CANCEL PROJECT AS IT WILL NO LONGER BE A NEVI FUNDED PROJECT AND REMOVE FR AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	OM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
	Comment:	PROJECT WAS PART OF 2023 NEVI GRANT AWARD	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Re	gional	Local	Local Cont.	Total
2025	CON	5000-00-233	Cat 10 - NEVI:		\$613,885	\$0)	\$0	\$153,471	\$0	\$767,356
				<u>Grand Total:</u>	<u>\$613,885</u>	<u>\$(</u>	<u>)</u>	<u>\$0</u>	<u>\$153,471</u>	<u>\$0</u>	<u>\$767,356</u>
REVISION	REQUESTED:	<u>.</u>									
FY	Phase	CSJ	Funding Source		Federal	State	Re	gional	Local	Local Cont.	Total
2025	CON	5000-00-233	Cat 10 - NEVI:		\$0	\$0)	\$0	\$0	\$0	\$0
				Grand Total:	<u>\$0</u>	<u>\$0</u>)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

TIP Code: 13073.1	Facility: SH !	5 Location/Limits From:	NORTH OF EL DORADO PARKWAY	Modification #: 2025-0378
Implementing Agency:	TXDOT-DALLA	S Location/Limits To:	POWER HOUSE STREET	
County: COLLIN	CSJ: 0047	-05-061		
City: MCKINNEY	Desc:	RECONSTRUCT 4 TO 4 LANE ROADWAY		
	Request:	DECREASE CAT 2 FUNDING AND REPLACE WITH NE AND CONSTRUCT NEW SIDEWALKS AND TURN LAN	EW CMAQ FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO I NES	RECONSTRUCT 4 TO 4 LANE ROADWAY
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; CMAO FOR NE	W SIDEWALKS AND TURN LANES: RELATED TO TIP 13073/CSJ 0047	7-05-057

CURRENTLY APPROVED:

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0047-05-061	Cat 2M:		\$37,756,329	\$9,439,082	\$0	\$0	\$0	\$47,195,411
2027	CON	0047-05-061	Cat 4:		\$7,257,998	\$1,814,500	\$0	\$0	\$0	\$9,072,498
				Phase Subtotal:	\$45,014,327	\$11,253,582	\$0	\$0	\$0	\$56,267,909
				Grand Total:	<u>\$45,014,327</u>	<u>\$11,253,582</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$56,267,909</u>

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0047-05-061	Cat 2M:		\$36,004,353	\$9,001,088	\$0	\$0	\$0	\$45,005,441
2027	CON	0047-05-061	Cat 4:		\$7,257,998	\$1,814,500	\$0	\$0	\$0	\$9,072,498
2027	CON	0047-05-061	Cat 5:		\$1,751,976	\$437,994	\$0	\$0	\$0	\$2,189,970
				Phase Subtotal:	\$45,014,327	\$11,253,582	\$0	\$0	\$0	\$56,267,909
				<u>Grand Total:</u>	<u>\$45,014,327</u>	<u>\$11,253,582</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$56,267,909</u>

TIP Code: 13010	Facility: SH	5 Location/Limits From:	SS 399	Modification #: 2025-0379
Implementing Agency:	TXDOT-DALLA	S Location/Limits To:	SOUTH OF FM 1378	
County: COLLIN	CSJ: 0047	-09-034		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RC	DADWAY TO 4 LANE DIVIDED URBAN ROADWAY	
	Request:	INCREASE CAT 2 FUNDING AND ADD NEW CMAQ F CONSTRUCT NEW SHARED USE PATH	UNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO RECONSTRU	JCT AND WIDEN 2 LANE TO 4 LANE AND
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; CMAQ FOR SH	IARED USE PATH	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-09-034	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0047-09-034	SW ROW:	\$6,400,000	\$800,000	\$0	\$800,000	\$0	\$8,000,000
2029	CON	0047-09-034	Cat 2M:	\$13,173,808	\$3,293,452	\$0	\$0	\$0	\$16,467,260
			Grand Total	l: <u>\$19,573,808</u>	<u>\$5,593,452</u>	<u>\$0</u>	<u>\$800,000</u>	<u>\$0</u>	<u>\$25,967,260</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-09-034	SW PE:		\$0 \$1,500,00	0 \$0	\$0	\$0	\$1,500,000
2023	ROW	0047-09-034	SW ROW:	\$6,40	0,000 \$800,00	0 \$0	\$800,000	\$0	\$8,000,000
2029	CON	0047-09-034	Cat 2M:	\$13,94	0,801 \$3,485,20	0 \$0	\$0	\$0	\$17,426,001
2029	CON	0047-09-034	Cat 5:	\$40	3,746 \$100,93	6 \$0	\$0	\$0	\$504,682
			Phase S	Subtotal: \$14,344	,547 \$3,586,13	6 \$0	\$0	\$0	\$17,930,683
			Gra	nd Total: \$20,744	<u>,547 \$5,886,13</u>	<u>6 \$0</u>	<u>\$800,000</u>	<u>\$0</u>	<u>\$27,430,683</u>

TIP Code: 53076.1	Facility: VAR	IOUS Location/Limits From: VARIOUS LOCATIONS ON IH 35W, SH 114, SH 360 Modification #: 2025-0380
Implementing Agency:	TXDOT-FORT	WORTH
County: TARRANT	CSJ: 0902-	-90-112
City: FORT WORTH	Desc:	INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
	Comment:	RELATED TO TIP 53076.2/CSJ 0902-90-386, 53076.3/CSJ 0902-90-366, AND TIP 53076.4/CSJ 0902-00-412

FY	Phase	CSJ	Fund	ing Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0902-90-112	Cat 5:		\$2,960,000	\$740,000	\$0	\$0	\$0	\$3,700,000
				Grand Total:	<u>\$2,960,000</u>	<u>\$740,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,700,000</u>

TIP Code: 54032.1	Facility: FM	740 Location/Limits From:	RANCH ROAD	Modification #: 2025-0385
Implementing Agency:	TXDOT-DALL4	AS Location/Limits To:	NORTH OF MAVERICK	
County: KAUFMAN	CSJ: 1091	-01-023		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATE	ON IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTAT	TON IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding S	Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-01-023	SW PE:		\$0	\$4,112,494	\$0	\$0	\$0	\$4,112,494
2026	ROW	1091-01-023	SW ROW:		\$0	\$25,178,537	\$0	\$0	\$0	\$25,178,537
				Grand Total:	<u>\$0</u>	<u>\$29,291,031</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$29,291,031</u>
TIP Code:	50002	Facility: FM	1 548	Location/Limits From	: SH 66			Modi	fication #: 2025-0	386
Implementi	ing Agency:	TXDOT-DALI	_AS	Location/Limits To:	South of CF	RENSHAW ROAD				
County: R	OCKWALL	CSJ: 101	4-02-048							
City: ROY	SE CITY	Desc:	RECONSTRUCT AND	WIDEN 2 LANE UNDIVIDED	RURAL ROADWAY	' TO 4 LANE DIVIDE	d urban roadway (6	LANE ULTIMATE)	
		Request:		G AND ROW TO FY2027; DEC CRENSHAW ROAD: RECONS		,		RECONSTRUCT AI	ND WIDEN 2 LANES T	O 3 LANES;

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1014-02-048	SW PE:	\$0	\$2,357,795	\$0	\$0	\$0	\$2,357,795
2026	ROW	1014-02-048	SW ROW:	\$0	\$8,610,501	\$0	\$0	\$0	\$8,610,501
			Grand To	<u>stal:</u>	<u>\$10,968,296</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$10,968,296</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	1014-02-048	SW PE:	\$0	\$2,357,795	\$0	\$0	\$0	\$2,357,795
2027	ROW	1014-02-048	SW ROW:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
			<u>Grand Total:</u>	<u>\$0</u>	<u>\$4,857,795</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,857,795</u>

TIP Code: 53076.2	Facility: VAR	LIOUS Location/Limits From:	VARIOUS LOCATIONS ON SH 360, SH 114, AND IH 30	Modification #: 2025-0387
Implementing Agency:	TXDOT-FORT	WORTH		
County: TARRANT	CSJ: 0902-	-90-368		
City: FORT WORTH	Desc:	INSTALL NEW ITS FIBER OPTIC CABLE AND EQUIP	MENT	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATIO	ON IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTAT	ION IMPROVEMENT PROGRAM (STIP)
	Comment:	RELATED TO TIP 53076.1/CSJ 0902-90-112, 53076.	3/CSJ 0902-90-366, AND TIP 53076.4/CSJ 0902-00-412	

REVISION REQUESTED:

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0902-90-368	Cat 5:		\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000
				<u>Grand Total:</u>	<u>\$2,640,000</u>	<u>\$660,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,300,000</u>
TIP Code:	54032.2	Facility: F	4 740	Location/Limits From:	IH 20			Modi	fication #: 2025-0	1389
Implementi	ing Agency:	TXDOT-DAL	LAS	Location/Limits To:	SOUTHERNC	ROSS TRAIL				
County: K	aufman	CSJ: 109	91-02-025							
City: MES	QUITE	Desc:	RECON	STRUCT AND WIDEN FROM 2 LANE TO 4 LA	ANE					
		Request:	ADD PF	OJECT TO THE 2025-2028 TRANSPORTATI	ON IMPROVEME	NT PROGRAM (TIP) A	AND STATEWIDE TRAN	SPORTATION IM	IPROVEMENT PROGR	AM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	F	ederal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-02-025	SW PE:		\$0	\$735,925	\$0	\$0	\$0	\$735,925
2026	ROW	1091-02-025	SW ROW:		\$0	\$3,003,777	\$0	\$0	\$0	\$3,003,777
				Grand Total:	<u>\$0</u>	<u>\$3,739,702</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,739,702</u>
TIP Code:	53076.3	Facility: VAR	IOUS Lo	cation/Limits From:	VARIOUS LOC	ATIONS ON IH 30 A	ND SH 121	Modif	ication #: 2025-03	91
Implementi	ing Agency:	TXDOT-FORT	WORTH							
County: T/	ARRANT	CSJ: 0902-	-90-366							
City: FORT	T WORTH	Desc:	INSTALL NEW ITS AND COM	MUNICATIONS EQUIPM	1ENT					
		Request:	ADD PROJECT TO THE 2025	-2028 TRANSPORTATIC	ON IMPROVEMEN	IT PROGRAM (TIP)	AND STATEWIDE TRANS	SPORTATION IMP	PROVEMENT PROGRAM	M (STIP)
		Comment:	RELATED TO TIP 53076.1/C	SJ 0902-90-112, 53076.	2/CSJ 0902-90-3	868, AND TIP 53076	.4/CSJ 0902-00-412			

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0902-90-366	Cat 5:		\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
				<u>Grand Total:</u>	<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: 55273.1	Facility: FM 1385	Location/Limits From:	US 380	Modification #: 2025-0392
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	UNION PARK BLVD	
County: DENTON	CSJ: 1315-01-035	5		
City: VARIOUS	Desc: RECO	ONSTRUCT AND WIDEN 2 LANES TO 6 LANES A	AND ADD NEW SIGNALS WITH SIGNAL RETIMING AND NEW SHARE	D USE PATH
	•	,	30 AND ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSF IT PROGRAM (STIP); CHANGE RTR FUNDING TO STBG AND ADD CI	
	Comment: CMA	Q FOR SHARED USE PATH AND SIGNAL IMPRO	VEMENTS	

REVISION REQUESTED:

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.		Total
2036	CON	1315-01-035	Cat 5:		\$1,677,210	\$419,302	\$0	\$0		\$0	\$2,096,512
2036	CON	1315-01-035	STBG:		\$800,000	\$200,000	\$0	\$0		\$0	\$1,000,000
				Phase Subtotal:	\$2,477,210	\$619,302	\$0	\$0		\$0	\$3,096,512
				<u>Grand Total:</u>	<u>\$2,477,210</u>	<u>\$619,302</u>	<u>\$0</u>	<u>\$0</u>		<u>\$0</u>	<u>\$3,096,512</u>
TIP Code:	50014	Facility: FM	460	Location/Limits From:	FM 740			Modif	ication #: 2	025-039	93
Implement	ing Agency:	TXDOT-DALL	AS	Location/Limits To:	US 80						
County: K	aufman	CSJ: 224	9-01-009								
City: FOR	NEY	Desc:	RECONS	STRUCT AND WIDEN FROM 2 TO 4 LANES	(ULTIMATE 6 LA	ANES)					
		Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)								I (STIP)	

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

TIP Code: 53076.4	Facility: VAR	IOUS Location/Limits From:	VARIOUS LOCATIONS ON US 180 AND SH 121	Modification #: 2025-0394
Implementing Agency:	TXDOT-FORT	WORTH		
County: VARIOUS	CSJ: 0902	-00-412		
City: VARIOUS	Desc:	INSTALL NEW ITS AND COMMUNICATIONS EQUIPM	IENT	
	Request:	ADD PROJECT TO APPENDIX D OF THE 2025-2028 T PROGRAM (STIP)	TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWID	E TRANSPORTATION IMPROVEMENT
	Comment:	RELATED TO TIP 53076.1/CSJ 0902-90-112, 53076.	2/CSJ 0902-90-368, AND TIP 53076.3/CSJ 0902-90-366	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont		Total
2029	CON	0902-00-412	Cat 5:		\$2,320,000	\$580,000	\$0	\$0		\$0	\$2,900,000
				Grand Total:	<u>\$2,320,000</u>	<u>\$580,000</u>	<u>\$0</u>	<u>\$0</u>		<u>\$0</u>	<u>\$2,900,000</u>
TIP Code:	50002.1	Facility: FM S	548 Lo	cation/Limits From:	SOUTHERNC	ROSS TRAIL		Mo	dification #:	2025-039	6
Implementi	ing Agency:	TXDOT-DALLA	S Lo	cation/Limits To:	FM 1641						
County: K	AUFMAN	CSJ: 2588-	-01-025								
City: FORM	NEY	Desc:	RECONSTRUCT AND WIDEN	2 LANE TO 4 LANE RO	ADWAY						
		Request:	ADD PROJECT TO THE 2025	-2028 TRANSPORTATIO	ON IMPROVEME	NT PROGRAM (TIP) A	ND STATEWIDE TRAN	ISPORTATION I	MPROVEMENT P	ROGRAM	(STIP)

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2588-01-025	SW PE:	\$0	\$2,674,185	\$0	\$0	\$0	\$2,674,185
2026	ROW	2588-01-025	SW ROW:	\$0	\$7,230,573	\$0	\$0	\$0	\$7,230,573
			<u>Grand Total:</u>	<u>\$0</u>	<u>\$9,904,758</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$9,904,758</u>

TIP Code: 55197	Facility: IH 3	Location/Limits From:	US 77 (NORTH OF DENTON)	Modification #: 2025-0414
Implementing Agency:	TXDOT-DALL4	S Location/Limits To:	SOUTH OF FM 455	
County: DENTON	CSJ: 0195	-02-074		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FF LANE CONTINUOUS FRONTAGE ROADS	REEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND W	IDEN 4 LANE DISCONTINUOUS TO 4/6
	Request:		R FUNDING TO TIP 55197.4/CSJ 0195-02-090, TIP 55197.5/CSJ 019 L CLEARANCE AND ROW ACQUISITION PHASES; CLARIFY SCOPE TO	, , , , , , , , , , , , , , , , , , , ,
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO T 0195-02-092, AND TIP 55197.6/CSJ 0195-02-091	TP 55197.2/CSJ 0195-02-081, TIP 55197.3/CSJ 0195-02-084, TIP 55	5197.4/CSJ 0195-02-090, TIP 55197.5/CSJ

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2025	CON	0195-02-074	Cat 12:	\$221,947,943	\$55,486,986	\$0	\$0	\$0	\$277,434,929
2025	CON	0195-02-074	Cat 4:	\$174,339,262	\$43,584,816	\$0	\$0	\$0	\$217,924,078
			Phase Su	btotal: \$396,287,205	\$99,071,802	\$0	\$0	\$0	\$495,359,007
			Grand	<u>Total:</u> <u>\$437,952,727</u>	<u>\$137,079,381</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$575,032,108</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2025	CON	0195-02-074	Cat 12:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0195-02-074	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtot	al: \$0	\$0	\$0	\$0	\$0	\$0
			Grand Tot	<u>al: \$41,665,522</u>	<u>\$38,007,579</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$79,673,101</u>

TIP Code: 54023	Facility: SH 2	289 Location/Limits From:	N BUS 289C, NORTH OF CELINA	Modification #: 2025-0415
Implementing Agency:	TXDOT-DALLA	S Location/Limits To:	N CR 60/CR 107 (GRAYSON C/L)	
County: COLLIN	CSJ: 0091-	-03-022		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHW	AY TO 4 LANE DIVIDED URBAN (ULTIMATE 6 LANES)	
	Request:) THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND TRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT AND	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0091-03-022	SW PE:		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ROW	0091-03-022	SW ROW:		\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2033	CON	0091-03-022	Cat 4:		\$29,865,539	\$7,466,385	\$0	\$0	\$0	\$37,331,924
				<u>Grand Total:</u>	<u>\$32,265,539</u>	<u>\$8,766,385</u>	<u>\$0</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$41,331,924</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0091-03-022	SW PE:		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ROW	0091-03-022	SW ROW:		\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2028	CON	0091-03-022	Cat 4:		\$33,954,163	\$8,488,541	\$0	\$0	\$0	\$42,442,704
			Gra	and Total:	<u>\$36,354,163</u>	<u>\$9,788,541</u>	<u>\$0</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$46,442,704</u>
TIP Code:	55197.4	Facility: IH 3	35 Locatio	on/Limits Fron	n: US 77 N OF D	ENTON		Modi	fication #: 2025-0	417
Implementi	ing Agency:	TXDOT-DALLA	AS Locatio	on/Limits To:	N OF FM 3163	3				
County: D	ENTON	CSJ: 0195	-02-090							
City: DEN	TON	Desc:	RECONSTRUCT AND WIDEN 4 LA	NE ROADWAY 1	TO 6 LANE ROADW	/AY				
		Request:	SPLIT PROJECT FROM TIP 55197/ TRANSPORTATION IMPROVEMEN			HE TRANSPORTATIO	ON IMPROVEMENT PR	OGRAM (TIP) AND	THE STATEWIDE	
		Comment:	REGIONAL 10 YEAR PLAN PROJEC 0195-02-092, AND TIP 55197.6/C)195-02-074, TIP 551	197.2/CSJ 0195-02-08	1, TIP 55197.3/CS	J 0195-02-084, TIP 5	5197.5/CSJ

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0195-02-090	Cat 12:		\$31,712,794	\$7,928,199	\$0	\$0	\$0	\$39,640,993
2028	CON	0195-02-090	Cat 4:		\$18,978,504	\$4,744,626	\$0	\$0	\$0	\$23,723,130
				Phase Subtotal:	\$50,691,298	\$12,672,825	\$0	\$0	\$0	\$63,364,123
				<u>Grand Total:</u>	<u>\$50,691,298</u>	<u>\$12,672,825</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$63,364,123</u>

TIP Code: 55197.5	Facility: IH	35 Location/Limits From:	NORTH OF RECTOR	Modification #: 2025-0418
Implementing Agency:	TXDOT-DALL	AS Location/Limits To:	SOUTH OF FM 455	
County: DENTON	CSJ: 0195	-02-092		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 LANE ROADWAY TO INSTALLATION, AND SIGNAL IMPROVEMENTS	6 LANE ROADWAY WITH NEW SIDEWALKS, NEW SHARED USE PAT	H, TURN LANES, TEXAS U TURN, ITS
	Request:		AND ADD TO THE TRANSPORTATION IMPROVEMENT PROGRAM (T)); ADD NEW CMAQ FUNDS FOR ON SYSTEM PROJECT	IP) AND THE STATEWIDE
	Comment:	•	IP 55197/CSJ 0195-02-074, TIP 55197.2/CSJ 0195-02-081, TIP 551 MAQ FOR NEW SIDEWALKS, NEW SHARED USE PATH, TURN LANES	

FY	Phase	CSJ		Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0195-02-092	Cat 12:		\$152,734,290	\$38,183,573	\$0	\$0	\$0	\$190,917,863
2027	CON	0195-02-092	Cat 5:		\$4,771,200	\$1,192,800	\$0	\$0	\$0	\$5,964,000
				Phase Subtotal:	\$157,505,490	\$39,376,373	\$0	\$0	\$0	\$196,881,863
				<u>Grand Total:</u>	<u>\$157,505,490</u>	<u>\$39,376,373</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$196,881,863</u>

TIP Code: 55072	Facility: SH 205	Location/Limits From:	SOUTH OF FM 548	Modification #: 2025-0422
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	US 80	
County: KAUFMAN	CSJ: 0451-02-028			
City: TERRELL			AL HIGHWAY TO 4 LANE DIVIDED; FROM N OF US 80 TO US 80: REC NUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANE U	
	IMPROVEMENT PRO LANE; FROM N OF U	IGRAM (STIP); ADD NEW CMAQ JS 80 TO US 80: RECONSTRUCT	D THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TI FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO S OF FM ! F 4 LANE TO 4 LANE WITH RAISED MEDIAN AND CONTINUOUS LEF ISE PATH AND SIGNAL IMPROVEMENTS	548 TO N OF US 80: WIDEN 2 LANE TO 4
	Comment: REGIONAL 10-YEAR	PLAN PROJECT; CMAQ FUNDIN	IG FOR NEW SHARED USE PATH AND SIGNAL IMPROVEMENTS	

CURRENTLY APPROVED:

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

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2028	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
2028	CON	0451-02-028	Cat 5:	\$5,418,224	\$1,354,556	\$0	\$0	\$0	\$6,772,780
			Phase Subtotal:	\$95,382,078	\$23,845,520	\$0	\$0	\$0	\$119,227,598
			Grand Total:	<u>\$106,582,078</u>	<u>\$27,245,520</u>	<u>\$0</u>	<u>\$1,400,000</u>	<u>\$0</u>	<u>\$135,227,598</u>

TIP Code: 13076	Facility: SS 3	394Location/Limits From:	IH 35E	Modification #: 2025-0423
Implementing Agency:	TXDOT-DALLA	AS Location/Limits To:	FM 877	
County: ELLIS	CSJ: 2921-	-01-010		
City: WAXAHACHIE	Desc:	CONSTRUCT 0 TO 4 LANE ROADWAY ON NEW LOCA	ATION	
	Request:		F 2 AND ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; REV USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSS	
	Comment:	CMAQ FOR PEDESTRIAN ELEMENTS, TURN LANES,	AND SIGNAL IMPROVEMENTS; REGIONAL 10-YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2921-01-010	SW PE:		\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	ROW	2921-01-010	SW ROW:		\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000
2028	CON	2921-01-010	Cat 2M:		\$26,880,000	\$6,720,000	\$0	\$0	\$0	\$33,600,000
			<u>Gra</u>	and Total:	<u>\$26,880,000</u>	<u>\$17,070,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$43,950,000</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2921-01-010	SW PE:	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	ROW	2921-01-010	SW ROW:	\$0	\$0	\$0	\$0	\$0	\$0
2025	UTIL	2921-01-010	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2028	CON	2921-01-010	Cat 2M:	\$25,206,770	\$6,301,692	\$0	\$0	\$0	\$31,508,462
2028	CON	2921-01-010	Cat 5:	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
			Phase Subtotal:	\$29,486,962	\$7,371,740	\$0	\$0	\$0	\$36,858,702
			Grand Total:	<u>\$29,486,962</u>	<u>\$9,221,740</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$38,708,702</u>

TIP Code: 83221	Facility: FM 5	549Location/Limits From:	SH 205	Modification #: 2025-0424
Implementing Agency:	TXDOT-DALLA	S Location/Limits To:	SH 276	
County: ROCKWALL	CSJ: 1015-	-01-024		
City: ROCKWALL	Desc:	WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN		
	Request:	INCREASE CAT 4 FUNDING AND ADD NEW CMAQ F NEW SHARED USE PATH AND INTERSECTION IMPR	OR ON SYSTEM PROJECT; REVISE SCOPE TO RECONSTRUCT AND V	VIDEN 2 LANE TO 4 LANE ROADWAY WITH
	Comment:	CMAQ FOR SHARED USE PATH AND INTERSECTION	N IMPROVEMENTS; LOCAL CONTRIBUTION BY ROCKWALL COUNTY;	REGIONAL 10-YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1015-01-024	Cat 3 - Local Contribution:		\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	1015-01-024	Cat 4:		\$36,815,589	\$9,203,897	\$0	\$0	\$0	\$46,019,486
				Grand Total:	<u>\$36,815,589</u>	<u>\$9,203,897</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,000,000</u>	<u>\$48,019,486</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1015-01-024	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	1015-01-024	Cat 4:	\$37,193,122	\$9,298,280	\$0	\$0	\$0	\$46,491,402
2027	CON	1015-01-024	Cat 5:	\$4,790,306	\$1,197,576	\$0	\$0	\$0	\$5,987,882
			Phase Subtotal:	\$41,983,428	\$10,495,856	\$0	\$0	\$0	\$52,479,284
			Grand Total:	<u>\$41,983,428</u>	<u>\$10,495,856</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,000,000</u>	<u>\$54,479,284</u>

TIP Code: 55275	Facility: BUS 121H	Location/Limits From:	NORTH OF IH 35E	Modification #:	2025-0428
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	NORTH OF NORTHWOOD MOBILE HOME PARK		
County: DENTON	CSJ: 0364-03-101				
City: LEWISVILLE	Desc: CONSTRUCT INT	ERSECTION IMPROVEMENTS			
	Request: REVISE ROW FU	NDING FROM LOCAL MATCH TO ST	ATE MATCH AND INCREASE CONSTRUCTION FUNDING		
	Comment: PROJECT BID W	ITH TIP 13033.2/CSJ 0196-02-127 /	AND TIP 13033.4/CSJ 0196-02-126		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0364-03-101	SW PE:		\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	0364-03-101	SW ROW:		\$10,400,000	\$0	\$0	\$2,600,000	\$0	\$13,000,000
2025	CON	0364-03-101	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$5,311,527	\$0	\$0	\$5,311,527
				Grand Total:	\$10,400,000	\$300,000	\$5,311,527	\$2,600,000	\$0	\$18,611,527

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0364-03-101	SW PE:		\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	0364-03-101	SW ROW:		\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
2025	CON	0364-03-101	Cat 3 - RTR 121 - DE1:		\$0	\$0	\$6,598,438	\$0	\$0	\$6,598,438
				<u>Grand Total:</u>	<u>\$10,400,000</u>	<u>\$2,900,000</u>	<u>\$6,598,438</u>	<u>\$0</u>	<u>\$0</u>	<u>\$19,898,438</u>

TIP Code: 13033.2	Facility: IH 3	5E Location/Limits From:	: AT BS 121	Modification #: 2025-0429
Implementing Agency:	TXDOT-DALLA	S		
County: DENTON	CSJ: 0196	-02-127		
City: VARIOUS	Desc:	RECONSTRUCT GRADE SEPARATION AND EXISTIN	NG 4 TO 4 LANE FRONTAGE ROADS	
	Request:		N FUNDING; ADVANCE CONSTRUCTION TO FY2025; REVISE CITY TO NG 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROAD	,
	Comment:	PROJECT BID WITH TIP 55275/CSJ 0364-03-101 A LOCAL CONTRIBUTION PAID BY CITY OF LEWISV	AND TIP 13033.4/CSJ 0196-02-126; REGIONAL 10-YEAR PLAN PROJEC ILLE FOR AESTHETIC IMPROVEMENTS	CT, DENTON PRIORITY PROJECT #4;

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source		Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-127	SW PE:		\$0	\$3,738,198	\$0	\$0	\$0	\$3,738,198
2027	CON	0196-02-127	Cat 2M:		\$75,480,878	\$18,870,220	\$0	\$0	\$0	\$94,351,098
				<u>Grand Total:</u>	<u>\$75,480,878</u>	<u>\$22,608,418</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$98,089,296</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-127	SW PE:	\$0	\$3,738,198	\$0	\$0	\$0	\$3,738,198
2025	CON	0196-02-127	Cat 2M:	\$76,155,638	\$19,038,910	\$0	\$0	\$0	\$95,194,548
2025	CON	0196-02-127	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,800,085	\$5,800,085
			Phase Subtotal:	\$76,155,638	\$19,038,910	\$0	\$0	\$5,800,085	\$100,994,633
			<u>Grand Total:</u>	<u>\$76,155,638</u>	<u>\$22,777,108</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,800,085</u>	<u>\$104,732,831</u>

TIP Code: 13033.4	Facility: IH 3	5E Location/Limits From	: AT CORPORATE DRIVE	Modification #:	2025-0430
Implementing Agency:	TXDOT-DALLA	S			
County: DENTON	CSJ: 0196	-02-126			
City: DENTON	Desc:	RECONSTRUCT GRADE SEPARATION AND EXISTIN	NG 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROAD	S	
	Request:	INCREASE CAT 2 AND DECREASE LOCAL CONTRIE	BUTION FUNDING; REVISE CITY TO LEWISVILLE		
	Comment:	PROJECT BID WITH TIP 55275/CSJ 0364-03-101 A #5; LOCAL CONTRIBUTION PAID BY THE CITY OF	AND TIP 13033.2/CSJ 0196-02-127; REGIONAL 10-YEAR PLAN PROJE F LEWISVILLE FOR AESTHETIC IMPROVEMENTS	CT; DENTON COUNT	Y PRIORITY PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$4,527,945	\$0	\$0	\$0	\$4,527,945
2026	CON	0196-02-126	Cat 2M:	\$77,010,065	\$19,252,516	\$0	\$0	\$0	\$96,262,581
2026	CON	0196-02-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,682,209	\$9,682,209
			Phase Subtotal:	\$77,010,065	\$19,252,516	\$0	\$0	\$9,682,209	\$105,944,790
			Grand Total:	<u>\$77,010,065</u>	<u>\$23,780,461</u>	<u>\$0</u>	<u>\$0</u>	<u>\$9,682,209</u>	<u>\$110,472,735</u>

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$4,527,945	\$0	\$0	\$0	\$4,527,945
2026	CON	0196-02-126	Cat 2M:	\$86,464,105	\$21,616,026	\$0	\$0	\$0	\$108,080,131
2026	CON	0196-02-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,161,470	\$4,161,470
			Phase Subtotal:	\$86,464,105	\$21,616,026	\$0	\$0	\$4,161,470	\$112,241,601
			Grand Total:	<u>\$86,464,105</u>	<u>\$26,143,971</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,161,470</u>	<u>\$116,769,546</u>

TIP Code: 14085.4	Facility: VA	Location/Limits From:	STATION CROSSING AT VICTORY STATION TRE PLATFORM	Modification #: 2025-0448
Implementing Agency:	DART	Location/Limits To:	DART PLATFORM	
County: DALLAS	CSJ: 0918	-24-317		
City: DALLAS	Desc:	CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS	AT VICTORY STATION	
	Request:		IN IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTAT REGIONAL TDCS IN LIEU OF LOCAL MATCH AFTER RTC APPROVAL;	
	Comment:		REDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND A 14085/CSJ 0918-47-296; FUNDING NOT TO EXCEED \$6.8 MILLION	

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	TRANS	0918-24-317	Cat 3 - TDC (MPO):	\$0	\$0	\$1,360,000	\$0	\$0	\$0
2026	TRANS	0918-24-317	STBG:	\$6,800,000	\$0	\$0	\$0	\$0	\$6,800,000
			Phase Subtotal:	\$6,800,000	\$0	\$1,360,000	\$0	\$0	\$6,800,000
			<u>Grand Total:</u>	<u>\$6,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,800,000</u>

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

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Currently	Approved:			FUNDING TA	ABLE:					
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	<u>TDC</u>	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 TA	BLE:					REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	<u>STATE</u>	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.

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year: FY2019 PROGRAM OF PROJECTS Modification #:

Request: REVISE 2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE UZA: DALLAS-FORT WORTH-ARLINGTON STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 9,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND Funding Source: TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently A	Approved:	FUNDING TA	BLE:							
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034	
12861.19	MOBILITY MANAGEMENT	2019	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000	
			TOTAL:	\$102,017	\$57,017	\$0	\$0	9,000	\$159,034	
Revision Requested:				FUNDING TAE	LE:				REVISION	
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REQUESTED BY
12786.19	PREVENTIVE MAINTENANCE	2026	CAPITAL	\$22,500	\$0	\$0	\$0	4,500	\$22,500	ADD PROJECT TO TIP/STIP
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034	NO CHANGE
12861.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$22,500	\$0	\$0	\$0	4,500	\$22,500	DECREASE FUNDING
			TOTAL:	\$102,017	\$57,017	\$0	\$0	9,000	\$159,034	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2021 PROGRAM OF PROJECTS Modification #:

on #: 2025-0433

2025-0432

Request: REVISE 2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 231,365 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND Funding Source: TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently A	pproved:			FUNDING TA	BLE:					
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	<u>TOTAL</u>	
12002.21	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$1,156,825	\$0	\$0	\$0	231,365	\$1,156,825	
12009.21	OPERATING ASSISTANCE	2022	OPERATING	\$128,511,228	\$0	\$0	\$0	0	\$128,511,228	
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961	
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451	
			TOTAL:	\$184,473,183	\$0	\$0	\$13,701,282	231,365	\$198,174,465	
Revision R	equested:			FUNDING TAE	<u>BLE:</u>					REVISION
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12002.21	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$1,156,825	\$0	\$0	\$0	231,365	\$1,156,825	NO CHANGE
12009.21	OPERATING ASSISTANCE	2022	OPERATING	\$12,511,228	\$0	\$0	\$0	0	\$12,511,228	CORRECT FEDERAL AMOUNT
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961	NO CHANGE
12515.21	SECURITY PROJECT	2026	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451	DELAY PROJECT TO FY2026 AND ADD TO TIP/STIP
			TOTAL:	\$68,473,183	\$0	\$0	\$13,701,282	231,365	\$82,174,465	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS Modification #:

2025-0434

Request: REVISE 2023 PROGRAM OF PROJECTS AND ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE UZA: DENTON-LEWISVILLE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently A	Approved:			FUNDING TA	BLE:					
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$79,242	\$0	\$0	\$19,810	0	\$99,052	
12356.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$792,419	\$0	\$0	\$198,105	0	\$990,524	
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$6,834,618	\$0	\$0	\$6,834,618	0	\$13,669,236	;
12978.23	SAFETY PROGRAM	2025	CAPITAL	\$59,432	\$0	\$0	\$14,858	0	\$74,290)
			TOTAL:	\$7,765,711	\$0	\$0	\$7,067,391	0	\$14,833,102	
Revision R	equested:		FUNDING TAE	<u>BLE:</u>					REVISION	
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	TDC	TOTAL	REQUESTED BY
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$79,242	\$0	\$0	\$19,810	0	\$99,052	NO CHANGE
12356.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$792,419	\$0	\$0	\$198,105	0	\$990,524	NO CHANGE
12416.23	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$1,577,361	\$0	\$0	\$394,341	0	\$1,971,702	ADD PROJECT TO TIP/STIP
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$5,257,257	\$0	\$0	\$5,257,257	0	\$10,514,514	DECREASE FUNDING
12978.23	SAFETY PROJECT	2025	CAPITAL	\$59,432	\$0	\$0	\$14,858	0	\$74,290	CLARIFY PROJECT NAME
			TOTAL:	\$7,765,711	\$0	\$0	\$5,884,371	0	\$13,650,082	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Comment:

Apportionment Year: FY2024 PROGRAM OF PROJECTS Modification #:

UZA: DENTON-LEWISVILLE

Request: REVISE 2024 PROGRAM OF PROJECTS; DELETE PROJECT AND ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Funding Source: TRANSIT SECTION 5307 FUNDS

2025-0435

Currently A	Approved:			FUNDING TA	BLE:					
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	TOTAL	
12120.24	SAFETY PROJECT	2025	CAPITAL	\$82,916	\$0	\$0	\$20,729	0	\$103,645	
12354.24	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$110,554	\$0	\$0	\$27,639	0	\$138,193	
12356.24	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,088,955	\$0	\$0	\$272,239	0	\$1,361,194	
12416.24	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$1,250,000	\$0	\$0	\$0	0	\$1,250,000	
12465.24	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$7,926,388	\$0	\$0	\$7,926,388	0	\$15,852,776	
12558.24	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$680,736	\$0	\$0	\$120,130	0	\$800,866	
			TOTAL:	\$11,139,549	\$0	\$0	\$8,367,125	0	\$19,506,674	
Revision Requested: FUNDING TABLE:										REVISION
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12120.24	SAFETY PROJECT	2025	CAPITAL	\$82,916	\$0	\$0	\$20,729	0	\$103,645	NO CHANGE
12354.24	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$110,554	\$0	\$0	\$27,639	0	\$138,193	NO CHANGE
12356.24	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,088,955	\$0	\$0	\$272,239	0	\$1,361,194	NO CHANGE
12386.24	BUS ROLLING STOCK	2026	CAPITAL	\$680,736	\$0	\$0	\$120,130	0	\$800,866	ADD PROJECT TO TIP/STIP
12416.24	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	NO CHANGE
12465.24	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$7,926,388	\$0	\$0	\$7,926,388	0	\$15,852,776	NO CHANGE
12558.24	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
			TOTAL:	\$10,889,549	\$0	\$0	\$8,617,125	0	\$19,506,674	

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year: FY2021 PROGRAM OF PROJECTS Modification #:

2025-0436

Request: DELAY PROJECT TO FY2026 AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE UZA: DALLAS-FORT WORTH-ARLINGTON TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: 28,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND Funding Source: TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently Approved:	FUNDING TAI	BLE:							
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	<u>TOTAL</u>	
12006.21 PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000	
		TOTAL:	\$140,000	\$0	\$0	\$0	28,000	\$140,000	
Revision Requested:			FUNDING TAB	LE:					REVISION
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REQUESTED BY
12006.21 PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000 A	DD PROJECT (MPO TDCs)
		TOTAL:	\$140,000	\$0	\$0	\$0	28,000	\$140,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2024 PROGRAM OF PROJECTS Modification #: 2025-0439

Request: REVISE 2024 PROGRAM OF PROJECTS

UZA: MCKINNEY-FRISCO

Comment: 39,414 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND Funding Source: TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently A	Approved:			FUNDING TA	BLE:					
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	TOTAL	
12888.24	PROJECT ADMINISTRATION	2025	CAPITAL	\$42,229	\$0	\$0	\$0	8,446	\$42,229	
12889.24	MOBILITY MANAGEMENT	2025	CAPITAL	\$42,228	\$0	\$0	\$0	8,446	\$42,228	
12956.24	STRATEGIC PARTNERSHIP SET ASIDE	2025	CAPITAL	\$112,609	\$0	\$0	\$0	22,522	\$112,609	
			TOTAL:	\$197,066	\$0	\$0	\$0	39,414	\$197,066	
Revision R	equested:	FUNDING TAE	<u>BLE:</u>					REVISION		
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12888.24	PROJECT ADMINISTRATION	2025	CAPITAL	\$42,229	\$0	\$0	\$0	8,446	\$42,229	NO CHANGE
12889.24	MOBILITY MANAGEMENT	2025	CAPITAL	\$42,228	\$0	\$0	\$0	8,446	, , -	CORRECT PROJECT DESCRIPTION
12956.24	STRATEGIC PARTNERSHIP SET ASIDE	2025	CAPITAL	\$112,609	\$0	\$0	\$0	22,522	\$112,609	NO CHANGE
			TOTAL:	\$197,066	\$0	\$0	\$0	39,414	\$197,066	

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS Modification #:

2025-0443

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

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

Currently A	Approved:	FUNDING TA	BLE:							
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072	
12957.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$61,332	\$0	\$0	\$0	12,267	\$61,332	
			TOTAL:	\$546,404	\$0	\$0	\$0	109,282	\$546,404	
Revision Requested:				FUNDING TAE	BLE:					REVISION
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12200.23	PURCHASE OF SERVICE - ROCKWALL	2026	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000	ADD PROJECT TO TIP/STIP
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	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
			TOTAL:	\$1,165,072	\$0	\$0	\$170,000	97,015	\$1,335,072	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Comment:

Apportionment Year: FY2023 PROGRAM OF PROJECTS Modification #: 2025-0444

UZA: DALLAS-FORT WORTH-ARLINGTON

Request: REFINE PROGRAM OF PROJECTS AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:	FUNDING TABLE:								
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	TOTAL	
12980.23 PROGRAM ADMINISTRATION	2025	CAPITAL	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	
		TOTAL:	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	
Revision Requested:	FUNDING TAE	LE:					REVISION		
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12730.23 PURCHASE REPLACEMENT VEHICLES	2026	CAPITAL	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306 A	DD PROJECT TO TIP/STIP
12980.23 PROGRAM ADMINISTRATION	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0 E	ELETE PROJECT
		TOTAL:	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2024 PROGRAM OF PROJECTS Modification #:

2025-0445

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

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:	FUNDING TA	FUNDING TABLE:							
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	
12884.24 BUS AND BUS FACILITIES	2025	CAPITAL	\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691	
		TOTAL:	\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691	
Revision Requested:				LE:					REVISION
TIP Code DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	<u>STATE</u>	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12212.24 BUS ROLLING STOCK	2026	CAPITAL	\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691	ADD PROJECT TO TIP/STIP
12884.24 BUS AND BUS FACILITIES	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
		TOTAL:	\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS Modification #: 2025-0446

Request: ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT UZA: DENTON-LEWISVILLE PROGRAM (STIP)

Comment:

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently A	Approved:	FUNDING TA	FUNDING TABLE:							
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	<u>TDC</u>	TOTAL	
12729.23	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2025	CAPITAL	\$447,742	\$0	\$0	\$111,936	0	\$559,678	
			TOTAL:	\$447,742	\$0	\$0	\$111,936	0	\$559,678	
Revision Requested:				FUNDING TAE	<u>BLE:</u>					REVISION
TIP Code	DESCRIPTION	<u>FY</u>	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	<u>TOTAL</u>	REQUESTED BY
12386.23	BUS ROLLING STOCK	2026	CAPITAL	\$447,742	\$0	\$0	\$111,936	0	\$559,678	ADD PROJECT TO TIP/STIP
12729.23	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
			TOTAL:	\$447,742	\$0	\$0	\$111,936	0	\$559,678	

FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning

Surface Transportation Technical Committee June 27, 2025

Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning, Programming, and Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies

Implemented through:

34 Subtasks

• 175-200 Programs and Projects

Funded through:

- 17 Revenue Sources
- 205 Grants

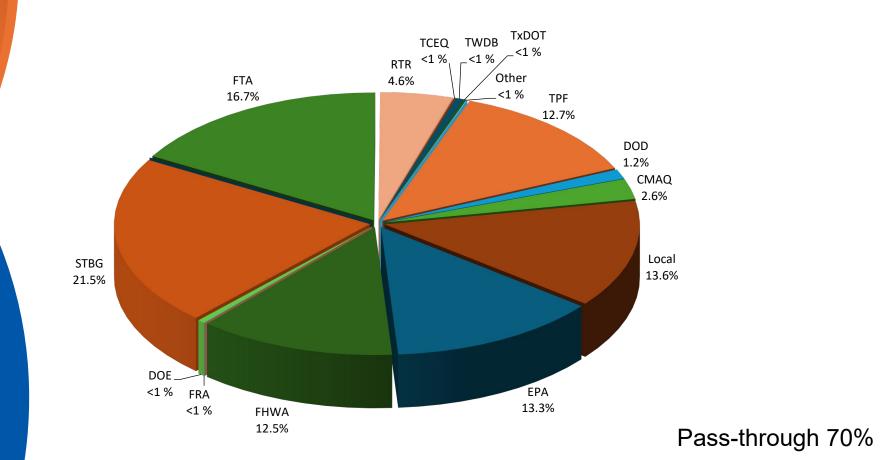
FY2026 and FY2027 TPF Funding Summary

FY2026 and FY2027 US FTA (5303)	\$ 8,531,876
FY2026 and FY2027 US FHWA (Estimated PL)	\$21,195,331
FY2025 US FHWA (Estimated PL-Carryover)	<u>\$ 6,669,030</u>
Total Transportation Planning Funds	\$36,396,237
Anticipated Expenditures	\$32,847,600
PL Balance to Carry Over to FY2028	\$ 3,548,637

Draft

Summary of All Funding

Estimated Total Funding (all sources): \$286,952,837



Development Schedule

March 6 Issuance of Requests for Regional Project Ideas to RTC
May 23 Draft Recommendations to STTC for Information
June 5 Initiation of Public Outreach and Draft UPWP to TxDOT
June 6 Draft UPWP to STTC for Information
June 12 Draft UPWP to RTC for Information
June 27 STTC Action on Recommended UPWP
July 10 RTC Action on Recommended UPWP
July 24 Executive Board Action on Recommended UPWP
July 28 Final UPWP to TxDOT

Requested STTC Action

Recommend RTC approval of the Draft FY2026 and FY2027 Unified Planning Work Program (UPWP).

And

Recommend that the RTC direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program.

Unified Planning Work Program Contact Information

Dan Kessler Assistant Director of Transportation 817-695-9248 <u>dkessler@nctcog.org</u>

Vickie Alexander Program Manager 817-695-9242

Vercie Pruitt-Jenkins Administrative Program Supervisor 817-608-2325 vpruitt-jenkins@nctcog.org



North Central Texas Council of Governments Transportation Department

Copy of draft FY2026 and FY2027 UPWP can be found at https://www.nctcog.org/trans/study/unified-planning-work-program





North Central Texas Council of Governments



CLEAN CITIES

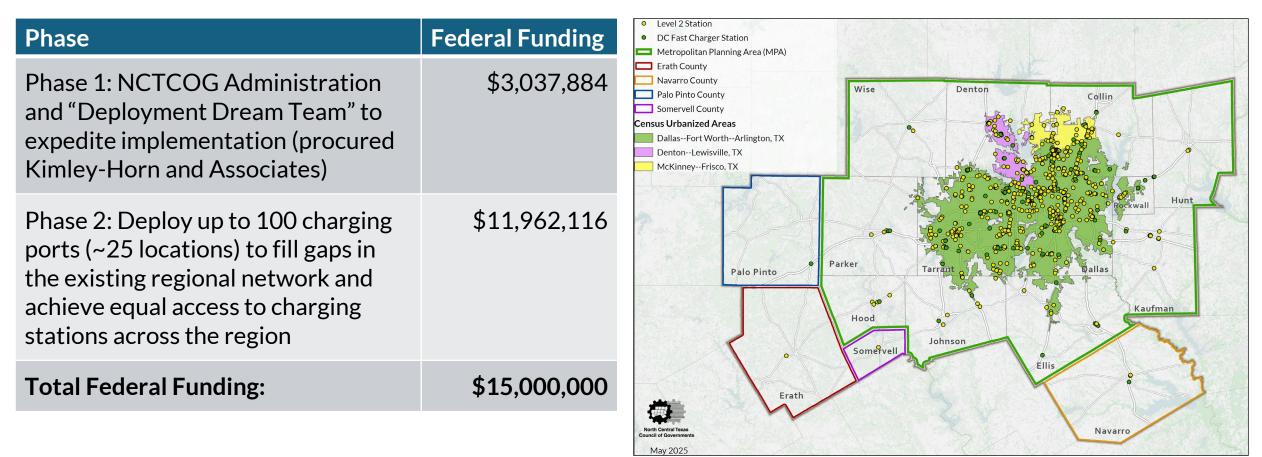
Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects

Jared Wright Senior Air Quality Planner

Surface Transportation Technical Committee

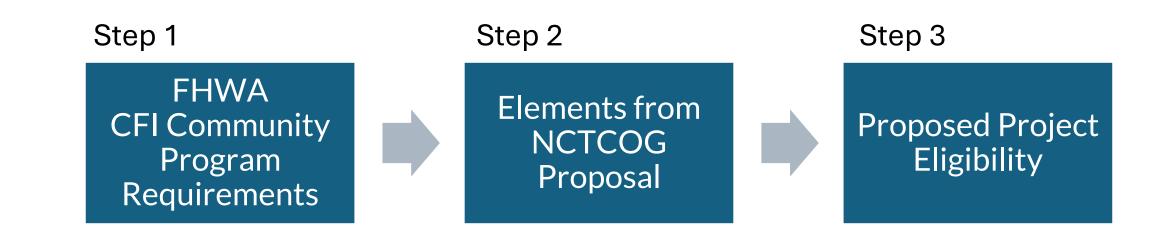
June 27, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award





Steps to Selection (Phase 2)





CFI Community Program Requirements

Purpose: Federal Highway Administration (FHWA) program to reduce emissions and expand or fill gaps in access to alternative fueling infrastructure

• Focused on locations NOT along a highway

Eligible Projects: Publicly accessible electric, hydrogen, natural gas, or propane infrastructure **Eligible Costs:** Design, engineering, purchase, installation, electrical upgrades, construction, operations and maintenance (O&M)

Funding Amount: Federal share up to 80 percent of the total project cost

• Non-federal share must come from private sector (most likely the charging station vendor)

Focus Areas:

- Public Charging
- Non-single family
- Multi-modal hubs and shared-use fleets/services
- Fleet vehicles that operate in communities
- Rural areas

Other Requirements:

- Usable by individuals with disabilities
- Meet relevant standards of <u>23 CFR 680</u>, including:
 - Being "always" accessible to the public
 - Achieving 97% uptime
 - Submitting required reports



Elements from NCTCOG Proposal

Eligible Projects: Install charging stations on public sector property in the 16 county NCTCOG region

- Set Asides for Navarro, Erath, Palo Pinto and Somervell counties*
- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- No public roadway rights-of-way

Eligible Applicants: Public agencies, including local governments, transit agencies, school districts and universities

Security: Sites must have appropriate lighting **Procurement:** NCTCOG conducts vendor procurement(s) and includes operations and maintenance



* = Set asides for Erath, Palo Pinto and Somervell counties pending FHWA approval



Proposed Project Eligibility

Proposed Screening Criteria:

- Comply with all FHWA program requirements (Step 1)
- Comply with elements from NCTCOG awarded proposal (Step 2)
- Located within an existing paved parking lot + meet criteria below
- Independent parallel "Deployment Dream Team" Risk Assessment

Proposed Scoring Criteria for Eligible Projects:

Areas with Insufficient Charging	Areas with Potential Demand	Public Engagement	Feasibility and Risk	
Up to 60 points	Up to 20 points	Up to 10 points	Up to 10 points	0 Points - Fatal flaw analysis
Distance from existing or planned charging stations Existing chargers do not adequately support area needs (ratio of vehicles to chargers; community/ economic development)	Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers) Location could serve community fleets	Near locations recommended by the general public Facility type recommended by the general public (e.g. parks, rec centers, schools)	Demonstrated project readiness (implementation plan, strategies to drive utilization) Measures to mitigate station damage or inoperability (e.g. site security, grid integration)	"Deployment Dream Team" location risk assessment (e.g. electrical capacity, flood risk)



Site and Vendor Selection Roles and Responsibilities

Public Agency Applies to RTC Call for Projects for Site Selection

"Deployment Dream Team" consultant available to support applications and provide risk assessment

RTC Selects Public Agency Sites and Recommends Subawards

Grant pays up to 80% initial deployment capital costs plus up to 20% O&M Non-federal share to be contributed by vendor(s), including O&M payments

NCTCOG Conducts Vendor Procurement(s) (Equipment, Construction/Installation, O&M)

Opportunities for public agency input Advise on RFP requirements/expectations Participate in Consultant Selection Committee



Implementation Roles and Responsibilities

Construction and Installation

- Public Agency cash-flow 80% federal share, to be reimbursed by NCTCOG
- Vendor(s) provide 20% non-federal share
- Public agency assumes ownership of the station
 - Public Agency cash-flow 80% federal share, to be reimbursed by NCTCOG
- 5 Year Operations and • Vendor(s • Public ag • Vendor(s

Maintenance

- •Vendor(s) pay remaining O&M
- Public agency funding responsibility begins (if necessary)
 - $\bullet Vendor(s)$ answerable to the public agency for performance, repair, and O&M
- Vendor(s) allowed to recover return on investment
- •Vendor(s) provide required reporting on charger utilization and uptime (federal program requirement)

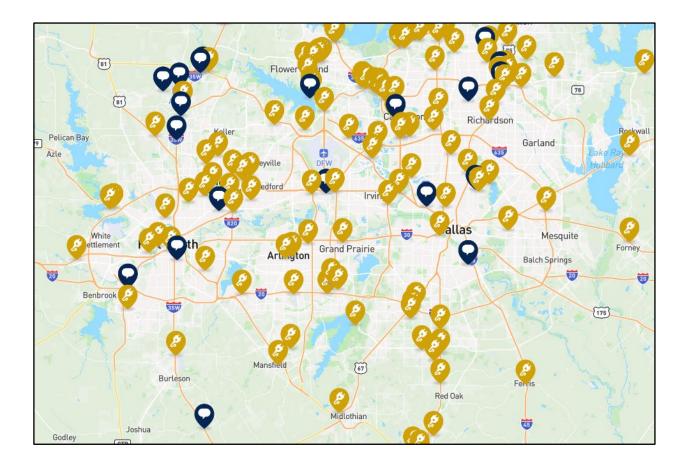
"Deployment Dream Team" Consultant Available to Guide All Parties Throughout Implementation After 5 Year O&M Public agency obligations end after 5 years, ongoing operations at public agency discretion



Public Engagement

Encourage residents/businesses in your area to weigh in on site types and potential locations: publicinput.com/nctcogevcharging

Opportunities for public input and local government outreach resources are available on website





Anticipated Call for Projects Schedule

Proposed Milestone	Date
STTC Info – Call for Projects	May 23, 2025
RTC Info – Call for Projects	June 12, 2025
Executive Board Info – Call for Projects	June 26, 2025
STTC Action – Call for Projects	June 27, 2025
RTC Action – Call for Projects	July 10, 2025
Executive Board Action – Call for Projects	July 24, 2025
Call for Projects Opens	July 25, 2025
Call for Projects Deadline (14 weeks)	October 31, 2025
STTC Info – Award Recommendations	December 5, 2025
RTC Info – Award Recommendations	December 11, 2025
Executive Board Info – Award Recommendations	December 18, 2025
STTC Action – Award Recommendations	January 23, 2026
RTC Action – Award Recommendations	February 12, 2026
Executive Board Action – Award Recommendations	February 26, 2026



Requested Action – North Texas Electric Vehicle Infrastructure Call for Projects

Recommend RTC Approval of:

- Authorization to Open Call for Projects, including:
 - Eligibility Requirements
 - Screening Criteria
 - Scoring Criteria
 - Schedule
 - Call for Projects Estimated Open: July 25, 2025
 - Call for Projects Estimated Close: October 31, 2025
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

STTC Action Item – June 27, 2025



Contact Us







Lori Clark Senior Program Manager & DFWCC Director Iclark@nctcog.org Jared Wright Senior Air Quality Planner jwright@nctcog.org Joslyn Billings Air Quality Planner jbillings@nctcog.org



North Central Texas Council of Governments



Dallas-Fort Worth CLEAN CITIES





Charging and Fueling Infrastructure EV Charging Award Site Selection Criteria and Call for Projects

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date		Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
								Collin C	ounty Projects									
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	September 2045	2045	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043	\$9,324,256	\$0			\$0	\$0					81.22
TBD	1012-02-043	FM 545	Champions Way to- West of CR 1377	Realign existing roadway to improve- horizontal and vertical alignment and add shoulders	September 2028-	2029	Breakout project (from CSJ 1012-02-030); Project is funded with Category 11 Safety funds, <u>so</u> proposing to remove from 10-Year Plan	\$21,879,638	\$0 -			\$0	\$0					81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	Feasibility study being done by NCTCOG; Funding moved to breakout project CSJ 0135-04- 036	TBD	\$0	\$0	\$0			\$0	\$0			70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	TBD	\$0	\$0	\$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD		Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	TBD	\$0	\$0	\$0							70.00
55287	0047-10-002	Spur 399	SH 5 to US 380	SH 5 to Stewart Rd: Reconstruct and widen 4 to 8 lane freeway and 4/8 lane discontinuous to 4/6 lane. continuous frontage roads; Stewart. Rd. to US 380: Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous. frontage roads Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous. frontage roads	February 2032		Environmental clearance CSJ; US 380 breakout project; \$150,000,000 of Category 12 funding- was formerly Category 2 funding (part of a- funding exchange to advance II I 30 Canyon- project in Dallas); Proposing to remove all. funding and transfer it to CSJ 0047-10-005, CSJ 0047-10-006, and CSJ 0135-15-007	\$891,648,906	\$0	\$55,307,745	<u>\$0.</u>	\$78,144,397	<u>\$0</u>	\$333,841,462	<u>\$0.</u>	\$424,355,303	<u>\$0</u>	50.68
13088	0047-10-005	Spur 399	SH 5 to Airport <u>Dr</u> Road	Construct 0/4 to 6/8 lane freeway and construct 0 to 4/6 lane <u>discontinuous</u> frontage roads	February 2032	2032	Category 2 funding offset by reduction on TIP. 55287/CSJ 0047-10-002	<mark>\$239,315,003</mark> \$193,072,654	\$239 <u>,315,003</u>	\$0	\$46,242,349	\$42,371,957	\$42,371,957			\$150,700,697	\$150,700,697	59.91
<u>TBD</u>	<u>0047-10-006</u>	<u>Spur 399</u>	Airport Dr to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous_ frontage roads	<u>February</u> 2032	2032	Breakout project from TIP 55287/CSJ 0047-10- 002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; \$150,000,000 of Category 12 funding was formerly Category 2. funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	<u>\$693,753,331</u>	\$ <u>693,753,331</u>	<u>\$0</u>	<u>\$9,065,396</u>	<u>\$0</u>	<u>\$78.144.397</u>	<u>\$0</u>	<u>\$182,188,235</u>	<u>\$0</u>	<u>\$424,355,303</u>	<u>50.68</u>
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided- urban roadway roadway including. new shared use path			Proposing to add \$504,682 of CMAQ funding (total) to this project	<mark>\$17,930,683</mark> \$16,467,260	<u>\$17,426,001</u>	\$16,467,260	\$17,426,00 <u>1</u>							72.39
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway including new sidewalks and turn lanes	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05- 057; <u>Staff recommends reducing Category 2</u> funding and adding \$2,189,970 of CMAQ funding. (total) to offset that reduction	\$56,267,909	<u>\$54,077,939</u>	\$47,195,411	<u>\$45.005,441</u>	\$9,072,498	\$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	September 2032 2028	<mark>2033</mark> 2029		\$93,692,543 \$81,216,979	\$0	\$0	\$0							78.69

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	September 2032 2028		Project will be considered for funding in future 10- Year Plan Update	\$37,282,758	\$0	\$0	\$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	September <u>2032</u> 2027		Project will be considered for funding in future 10- Year Plan Update	- <u>\$10,295,558</u> \$10,045,880	\$0	\$0	\$0	\$0	\$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban <u>roadway with</u> new sidewalks, shared use path, turn lanes and signals, and signal retiming	September 2027 November 2025	2028 2027	Project also has \$7,008,573 of Category 1 funding; Proposing to add \$5,300,000 of CMAQ funding (total) to this project	<mark>\$63,694,143</mark> \$65,413,346	\$58,404,773			\$58,404,773	\$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban <u>roadway</u>	August 2032	2032		<mark>\$45,644,747</mark> \$51,292,734	\$32,473,108			\$32,473,108	\$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)		September 2027 August 2033		Project also has \$4,479,831 of Category 1 funding	<u>\$42,442,704</u> \$41,811,755	<u>\$42,442,704</u>			\$37,331,924	<u>\$42,442,704</u>					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		<mark>\$530,970,611</mark> \$645,742,361	\$0							\$0	\$0	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		<u>\$514,835,202</u> \$267,702,667	\$0							\$0	\$0	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2032 2029	<mark>2033</mark> 2030	Breakout of larger US 380 project; Category 2 f unding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250)	<u>\$355,536,059</u> \$378,147,900	\$0	\$0	\$0	\$0	\$0			\$0	\$0	69.40
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2032 2029	<u>2033</u>	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$9,508,561 of Category 4 funding previously moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; <u>Entry is</u> only for environmental clearance; Construction. being covered under various breakout projects	<mark>N/A</mark> \$2,709,384,784	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	87.62
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to <u>Hardin Boulevard</u> JCT US 380/East University Drive	Construct 0 to 8 lane freeway	September 2032 2029		Breakout from TIP 13070/CSJ 0135-15-002; \$60,000,000 of the Category 2 funding- completes the Collin County Federal/Local Partnership that was approved by the RTC on- November 9, 2023; Collin County funds being- removed from another section of US 380 (TIP- 13069/CSJ 0135-04-036) and replaced with- Category 2 funds on this project	<mark>\$500,745,468</mark> \$1,413,626,944	\$0	\$0	\$0	\$0	\$0					87.62

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13085	0135-15-005	US 380	JCT US 380/West University Drive to <u>Hardin Boulevard</u> US 75	Construct 0 to 4/6 lane frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding to be reduced and transferred to CSJ 0135-15-007	<mark>\$361,264,697</mark> \$474,142,925	<u>\$361,264,697</u>			\$11,141,247	\$11,141,247			\$463,001,678	<u>\$350,123,450</u>	87.62
13086	0135-15-006	US 380	<mark>SH 5</mark> US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; TxDOT requested additional Category 12 funding from the TTC	<u>\$427,852,573</u> \$338,673,518	<u>\$427,852,573</u>			\$8,753,838	\$8,753,838			\$329,919,680	<u>\$419,098,735</u>	87.62
13087	0135-15-007	US 380	Hardin Boulevard to <u>SH 5</u> At US 75	Construct 0 to 8 lane freeway and 0. to 4/6 lane continuous frontage. roads Construct Interchange	September 2033	2034	Breakout from TIP 13070.1/CSJ 0135-15-004; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local. Partnership that was approved by the RTC on. November 9, 2023; Category 12 funding partially offset by reduction on CSJ 0135-15-005 and TIP 55287/CSJ 0047-10-002; \$86,243,581 being. requested from the TTC	<u>\$713,326,203</u> \$482,944,757	<u>\$713,326,203</u>	\$136,775,300	\$136,775,300	\$321,169,457	<u>\$314,954,923</u>	\$0	<u>\$151,653,226</u>	\$0	<u>\$109,942,754</u>	87.62
13068	0135-03-053	US 380	J CT US 380/East University (East of McKinney) to FM- 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2027	2028	US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007- Project is being cancelled because work will be covered under another project	\$16,083,200-	\$0 -	\$0 -	\$0-	\$0	\$0					95.51
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 <u>lane arterial</u> to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	April 2034	2034	US 380 breakout project; Category 2 funding previously moved to TIP 13007/CSJ 0135-15-007; Entry is only for environmental clearance; Construction will be funded under future breakout projects.	<u>N/A</u> \$130,041,119	\$0	\$0	\$0					\$0	\$0	59.54
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane <u>discontinuous</u> continuous frontage roads	April 2034	2034	US 380 breakout project; <u>Entry is only for</u> environmental clearance; Construction will be funded under future breakout projects	<mark>N/A</mark> \$958,923,280	\$0	\$0	\$0					\$0	\$0	50.00
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial 8 to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March <u>2033</u> 2029		US 380 breakout project as it includes a N/S roadway bridge at the lake	<mark>\$608,854,861</mark> \$ 699,957,905	\$0	\$0	\$0			\$0	\$0	\$0	\$0	87.62
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2035 2032	<u>2036</u> 2033	US 380 breakout project; <u>Entry is only for</u> environmental clearance; Construction will be funded under future breakout projects	<mark>N/A</mark> \$88,788,389	\$0	\$0	\$0					\$0	\$0	67.01
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	frontage reade	October <u>2035</u> 2033	<u>2036</u> 2034	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	<u>N/A</u> \$687,620,789	\$0	\$0	\$0					\$0	\$0	60.92
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	October <u>2035</u> 2033	<u>2036</u> 2034	US 380 breakout project; <u>Entry is only for</u> environmental clearance; Construction will be funded under future breakout projects	<u>N/A</u> \$ 29,553,648	\$0	\$0	\$0					\$0	\$0	61.27
55292	0135-10-065	US 380	Teel Pkwy/ Championship Drive to Denton/Collin County Line	Reconstruct and widen 4 to 6 lane arterial <u>to 6 lane freeway</u> and construct 0 to 4/6 lane continuous access/ frontage roads	September 2035 2029	<mark>2036</mark> 2034	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval	<mark>\$119,904,607</mark> \$85,953.092	\$0							\$0	\$0	80.20
	•							-				Total Pr	oposed Funding - Co	llin County			\$2,640,336,332	

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date			Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
							D	allas County Projects										
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	September <u>2034</u> 2027-		Project being implemented by the Fort Worth District, but using Dallas District Category 2 and since it is physically within Dallas County; <u>Category 4 funds are from Fort Worth District</u>	\$22,000,000	\$22,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	August <u>2032</u> 2045		TxDOT and NCTCOG staff are working to develop consensus on project scope	<u>\$246,186,345</u> \$237,562,696	\$0									76.19
13043.2	0009-11-259	III 30	IH 635 to Bass Pro Drive (in Carland)	From III 635 to Bobtown Rd: Reconstruct and widen from 8 to 11- lanes (Ultimate 12); Roadway and- ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	August 2045		Funding moved to breakout project (CSJ 0009-11- 252); Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267-Project is just for environmental clearance work, so being removed from the 10-Year Plan	\$218,070,855	\$0					\$0	\$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes (Ultimate 12) ; Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	August 2029	2029	TxDOT requested additional Category 12 funding from the TTC	<mark>\$178.712,663</mark> \$170,626,142	<u>\$178,712,663</u>					\$88,707,912	<u>\$178,712,663</u>			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	August 2032	<mark>2032</mark> 2033		<mark>\$1,421,743,460</mark> \$1,329,352,588	\$0					\$0	\$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2028 2026		Project also has \$6,331,827 of Category 11- funding	<mark>\$79,147,850</mark> \$85,479,677	\$79,147,850	\$39,573,925	\$39,573,925	\$39,573,925	\$39,573,925					88.84
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 24/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	August <u>2036</u> 2045	2036 2045	Improvements called for in the MTP by 2040	\$49,140,915	\$0									72.81
55062	0196-03-266	IH 35E	South North of Oak Lawn Avenue to Regal Row SH 183	SH 183 to Regal: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6. discontinuous to 4/6 discontinuous lane frontage roads: SH 183 to Market Center: Widen 10 to 11. general purpose lanes, reconstruct. 4/6 continuous to 4/6 continuous lane frontage roads, and construct 0 to 2 collector-distributor lanes; SH 183 to Oak Lawn: Reconstruct and widen 10 to 11/12 general purpose lanes and reconstruct 4/6. continuous to 4/6 continuous lane frontage roads Reconstruct and widen 10 to 11/12- general purpose lanes, and reconstruct existing 4/6 lane to 4/6- lane frontage roads	August <u>2036</u> 2045	2036 2045	Improvements called for in the MTP by 2040	<mark>\$1,149,737,359</mark> \$1,143,105,300	\$0									68.59

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55094	0442-02-159	IH 35E	US 67 to Ann Arbor- Ave	Construct 0 to 1 reversible express lane	August 2045		Funding was previously removed from this- project Improvements are no longer in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	\$0	\$0 -									74.33
55163	2374-01-192	 635	SL 354 (Denton- Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane- concurrent managed lanes	August 2045	2045	Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	\$1,222,240,156	\$0 -									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12- general purpose lanes, reconstruct 4 to 4 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of III 35E/III 635 interchange	August 2045	2045	Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	\$70,568,436	\$0 -									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	August <u>2033</u> 2034	<u>2033</u>	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; <u>TxDOT</u> <u>requested Category 12 funding from the TTC</u>	\$38,959,659	<u>\$38,959,659</u>					\$0	<u>\$38,959,659</u>			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct <u>and widen</u> existing 8 <u>to</u> <u>10</u> general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to <u>4/6</u> 6/8 lane continuous frontage roads (Ultimate)	August <u>2036</u> 2045	<u>2036</u> 2045	Funding previously moved to TIP 11527	<u>\$122,333,957</u> \$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Elm Fork Trinity River to Empire. Central: Reconstruct and widen 8 to. 10 general purpose lanes, and reconstruct 4/6 lane discontinuous. to 4/6 lane continuous frontage. roads; Empire Central to IH 35E; Reconstruct 6 to 6 general purpose. lanes and construct 0 to 4 collector- distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane. continuous frontage roads Reconstruct and widen 6/8 to 6/8- general purpose lanes, and reconstruct 4/6 lane discontinuous- to 4/8 lane continuous frontage roads (Ultimate)	August <u>2036</u> 2045	2036 2045	Funding previously moved to TIP 11527	<u>\$332,709.039</u> \$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD		Funds proposed by private sector; TxDOT reviewing implementation and funding options	\$360,000,000	\$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12		TBD		Funding previously moved to TIP 53003 and 11527	\$0	\$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114		TBD	TBD	Funding previously moved to TIP 11527	\$0	\$0									65.95

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	August 2033		osing to remove Category 2 funding and fer it to breakout project (CSJ 2964-12-009)	<u>\$10,000,000</u> \$294,837,666	<u>\$0</u>	\$10,000,000	<u>\$0</u>							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	August 2045	2045 Discus TxDOT 2045 Once s funding moving	ing previously moved to CSJ 0047-04-031; issions underway between City of Dallas, iT and NCTCOG regarding project scope; escope discussions have concluded, ng will be re-evaluated Project is no longer ng forward, so proposing to remove from the ear Plan	\$51,779,102	\$0 -									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	March 2027	2027 2028 Project	ct split out from TIP 55014/CSJ 0261-01-041	<u>\$31,790,409</u> \$34,333,643	\$31,790,409	\$31,790,409	\$31,790,409							64.93
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2028		s District requesting to shift Category 12. ng from this project to TIP 53110/CSJ 0095- 26	<mark>\$129,922,181</mark> \$ 127,902,882	<u>\$0</u>	\$0	\$0	\$0	\$0	\$25,753,185	<u>\$0</u>			75.63
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 <u>continuous</u> lane to 4/6 <u>continuous</u> lane frontage roads	September 2028		s District requesting to shift Category 12 ng from this project to TIP 53110/CSJ 0095- 26	<u>\$71,823,319</u> \$72,263,747	<u>\$0</u>	\$0	\$0	\$0	\$0	\$33,062,577	<u>\$0</u> _			65.12
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous I frontage road to 4/6 lane continuous frontage roads	September 2028 2027-	2029 53110. 2027 Update in 2024 additio from C2	ct split out from TIP 53109; Category 4 ng previously reduced and moved to CSJ -02-162; Project awarded \$103,240,838 of gory 12 Clear Lanes funds in 2022 UTP; 822,920 of Category 12 funds moved to TIP 0.2/CSJ 2472-02-162 (2022 10-Year Plan te); Additional Category 12 funds received 24 UTP; Dallas District requesting to shift ional Category 12 funding to this project CSJ 0095-02-125 and TIP 53108/CSJ 0095- 33; Project also has \$1,588,225 of local ng	<u>\$395.000.826</u> \$366,563,487	\$ <u>393,412,601</u>	\$0	\$0	\$62,066,566	\$62,066,566	\$241,928,203	\$331,346,035			79.95
50001	<u>0092-14-094</u>	<u>IH 345</u>	<u>IH 30 to Spur 366</u>	Reconstruct 6 lane freeway to 6 lane freeway, reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads and reconstruct interchanges at IH 30 and SP 366	August 2035	2035 TxDOT TTC for	ose to add project to the 10-Year Plan; T to request Category 12 funding from the or this project; TxDOT submitting a federal petitive grant application for this project	<u>\$1,546,906,178</u>	<u>\$620,000,000</u>	\$ <u>0</u>	\$75,000,000	\$ <u>0</u>	\$45,000,000			\$ <u>0</u>	\$500 <u>,000</u> ,000	71.35
												Total Pr	oposed Funding - Dal	las County			\$1,364,023,182	
								Denton C	ounty Projects									
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	August 2031	2031		<u>\$92,575,000</u> \$106,461,250	\$92,575,000	\$92,575,000	\$92,575,000							59.61
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2026	2025 project 55197. 091. ar only be way ac	T proposing to remove all funding from this ct and transfer it to breakout projects (TIP 7.4/CSJ 0195-02-090, TIP 55197.6/0195-02- and TIP 55197.5/0195-02-092); Entry will be for environmental clearance and right-of- acquisition; Construction will be funded. r breakout projects	<mark>\$490,563,898</mark> \$495,359,007	<u>\$0</u>			\$217,924,078	<u>\$0</u>			\$277,434,929	<u>\$0</u>	90.11

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
<u>55197.4</u>	<u>0195-02-090</u>	<u>IH 35</u>	<u>US 77 (North of</u> <u>Denton) to North of</u> F <u>M 3163</u>	Reconstruct and widen 4 lane roadway to 6 lane roadway	<u>November</u> 2028	<u>2029</u>	Breakout project from TIP 55197/CSJ 0195-02- 074	<u>\$179,082,137</u>	<u>\$179.082,137</u>			\$0	<u>\$155,359,007</u>			\$0	<u>\$23,723,130</u>	<u>91.11</u>
<u>55197.6</u>	<u>0195-02-091</u>	<u>IH 35</u>	<u>North of FM 3163 to.</u> North of Rector	Reconstruct and widen 4 lane. roadway to 6 lane roadway	November 2027	<u>2028</u>	Breakout project from TIP 55197/CSJ 0195-02- 074	\$ <u>165,000,000</u>	<u>\$165,000,000</u>			\$0	<u>\$62,565,071</u>			\$0	<u>\$102,434,929</u>	<u>92.11</u>
<u>55197.5</u>	<u>0195-02-092</u>	<u>IH 35</u>	North of Rector to South of FM 455	Reconstruct and widen 4 lane. roadway to 6 lane roadway with new. sidewalks, shared use path. intersection improvements, turn. lanes, and signal improvements	<u>November</u> <u>2026</u>	<u>2027</u>	Breakout project from TIP 55197/CSJ 0195-02- 074: Staff proposing to add \$5,964,000 of CMAQ funding (total) to this project	<u>\$196,881,863</u>	<u>\$190.917.863</u>							\$0	<u>\$190,917,863</u>	93.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	December 2029 November 2027	<mark>2030</mark> 2028	Project also has \$2,574,631 of Category 11 funding; Portion of Category 4 and Category 12. funding to be offset from 0195-02-074 and 0195- 01-116; \$41,732,724 of Category 12 funding to be requested from the TTC	<mark>\$130,390,649</mark> \$116,266,771	\$130,390,648			\$0	\$3,042,044			\$66,940,396	\$127,348,604	90.11
13033	0196-02-124	III 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector- distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general- purpose lanes (SH 121 to FM 407); Reconstruct 2/6 lane to 2/8 lane continuous frontage (FM 407 to- SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage- from (SRT/SH 121 to Dallas C/L)	August 2045	2045	Some funding previously moved to TIP- 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ- 0196-02-126; Remaining Category 2 funding- moved to IH 35E at Lake Sharon/Dobbs/Corinth- project through 2020 10-Year Plan Update;- Denton Priority Project #1; Improvements not. called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$1,244,977,926 \$1,327,976,454	\$0	\$0	\$ 0							78.82
25033.2	0196-02-125	IH 35E	407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	August 2045		Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128;- Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196 02-127, TIP 13033.4/CSJ 0196-02-126, TIP- 25033.3/CSJ 0196-01-109, and IH 35E at Lake- Sharon/Dobbs/Corinth projects through 2020 10- Year Plan Update; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$1,119.914,259 \$1,194,575,209	\$0									76.34
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	January <u>2032</u> 2028		Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; <u>TxDOT</u> to request \$50,993,610 of additional Category 12 funding from the TTC for this project	<u>\$125,399,113</u> \$132,825,451	\$125,399,113	\$12,918,639	\$12,918,639					\$61,486,864	<u>\$112,480,474</u>	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding (\$25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding (total)	TBD	\$0	\$0	\$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	September 2035	2036	Improvements called for in the MTP by 2040	<mark>\$447,903,383</mark> \$370,165,234	\$0									91.84

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55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	September 2035	2036	Improvements called for in the MTP by 2040	<mark>\$894,296,969</mark> \$820,389,261	\$0									86.73
55259.1	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 lane to 4/6 lane discontinuous frontage roads	September 2028	2029	Category 2 and 12 funding previously moved from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; <u>TxDOT requested</u> . <u>\$47,689,232 of additional Category 12 funding</u> . from the TTC for this project	<mark>\$260,713,232</mark> \$446,891,327	<u>\$260,713,232</u>	\$24,537,247	\$24,537,247					\$188,486,753	<u>\$236,175,985</u>	67.36
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	September 2028	2029		<mark>\$290,554,033</mark> \$227,696,967	\$0	\$0	\$0					\$0	\$0	86.76
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 Iane rural to 4 Iane divided urban with new sidewalks, turn Ianes, <u>a</u> Texas U-turn, new signals, and <u>a</u> grade separated interchange	May 2026 September 2027		MPO Milestone Policy Project; Project also has \$19,067,877 of Category 1 funding; <u>Proposing to</u> add \$6,108,525 of CMAQ funding (total) to the project	<mark>\$172,970,558</mark> \$177,966,852	<u>\$166,862,033</u>	\$66,010,541	\$73,973,59 <u>9</u>	\$92,888,434	\$92,888,434					76.98
												Total Pr	oposed Funding - De	nton County			\$1,310,940,026	
								Ellis Co	ounty Projects									
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$14,300,000 of STBG, \$2,500,000 of Category 11, and \$2,000,000 of local funding; <u>Federal competitive grant</u> <u>application pending</u>	<mark>\$54,618,327</mark> \$40,877,707	\$12,500,000	\$12,500,000	\$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane <u>roadway</u> urban divided (6 lane ultimate)	August 2030	2030	Proposing to remove Category 2 funding and use it to fund projects that can advance sooner	<mark>\$100,957,237</mark> \$91,993,860	\$0	\$25,000,000	<u>\$0</u>							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	July <u>2029</u> 2028	2029 2028		\$70,099,157	\$70,099,157	\$57,151,237	\$57,151,237	\$12,947,920	\$12,947,920					82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	September 2028	2029	Propose to remove Category 2 funding and move it to a breakout project (CSJ 1051-01-064)	<u>\$182,734,267</u> \$107,442,389	\$0	\$85,442,389	<u>\$0</u>							81.42
<u>IBD</u>	<u>1051-01-064</u>	<u>FM 664</u>	<u>SH 342 to West of</u> Ferris Road	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, turn lanes, and new signal improvements (Ultimate 6)	<u>September</u> 2028	<u>2029</u>	Project is a breakout of TIP 13035.1/CSJ 1051-01- 051 that would make FM 664 4 lanes from IH 35E to IH 45; Funding offset by removal of funding from TIP 13035.1/CSJ 1051-01-051; Proposing to add \$4,607,327 of CMAQ funding (total) as well	<u>\$115,412,344</u>	<u>\$85.442.389</u>	<u>\$0</u>	<u>\$85,442,389</u>							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	September 2028 2027	2029	Breakout of TIP 13035.1/CSJ 1051-01-051	\$74,481,854	\$74,481,854	\$68,481,854	\$68,481,854	\$6,000,000	\$6,000,000					71.72
13029	0092-03-053	IH 45	At FM 664	Construct interchange	September <u>2028</u> 2027	2029		\$83,760,306	\$83,760,306	\$37,643,105	\$37,643,105	\$12,117,201	\$12,117,201			\$34,000,000	\$34,000,000	76.70
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location with new shared use path, curb ramps, grade separated pedestrian crossing, turn lanes, and signal improvements		2028	Project in proximity to future Waxahachie ISD high school; <u>Proposing to reduce Category 2 and</u> add \$5,350,240 of CMAQ funding (total) to this <u>project</u>	<mark>\$36,858,702</mark> \$33,600,000	<u>\$31,508,462</u>	\$33,600,000	<u>\$31,508,462</u>							61.84

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
<u>55105.4</u>	<u>2964-12-009</u>	<u>SL 9</u>	<u>Hampton Rd to IH</u> <u>35E</u>	<u>Construct 0 to 2 lane continuous</u> frontage road	<u>August 2033</u>	<u>2033</u>	Breakout project from TIP 55105/CSJ 2964-10- 006	<u>\$10,000,000</u>	<u>\$10,000,000</u>	\$0	<u>\$10,000.000</u>							<u>71.29</u>
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	August 2033	2033	Project in proximity to Ennis Speedway; <u>Proposing to remove Category 2 funding to free</u> up funds for projects that can advance sooner	<u>\$175,339,836</u> \$161,537,399	<u>\$0</u>	\$10,000,000	<u>\$0</u>							60.13
<u>53119.1</u>	<u>0172-08-108</u>	<u>US 287</u>	At Boyce Road	Construct interchange	August 2033	<u>2033</u>	Project in proximity to Ennis Speedway; Breakout. of TIP 53119/CSJ 0172-08-103; TxDOT requested. Category 12 funding for this project	<u>\$92,496,490</u>	<u>\$92,496,490</u>							<u>\$0</u>	<u>\$92,496,490</u>	<u>TBD</u>
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	March 2027		Project also has \$3,944,850 of Category 1- funding	<mark>\$50,251,716</mark> \$53,255,467	\$49,310,617	\$49,310,617	\$49,310,617							64.93
												Total	Proposed Funding - E	llis County			\$509,599,275	
								Kaufman	County Projects									
13074.1	0697-07-002	FM 429		Realign and reconstruct from 2 lane- to 2 lane (ultimate 4 lane)	August 2029	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Propose to remove Category 2 funding; Project to be cancelled	\$47,664,790 \$44,170,482	\$0	\$10,793,730	\$0							62.29
13074.2	1089-04-002	FM 429		Realign and reconstruct from 2 lane- to 2 lane (ultimate 4 lane)	August <u>2029</u> 2028	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Proposing. to remove Category 2 funding; Project to be cancelled	\$7,393,282. \$8,840,686	<u>\$0</u>	\$1,049,495	<u>\$0</u>							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided roadway (6 lane ultimate)	March 2029	2029	Proposing to remove Category 2 funding and transfer to projects that can advance sooner	<u>\$80,800,196</u> \$77,233,536	<u>\$0</u>	\$8,448,796	<u>\$0</u>							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	August 2031	2031	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	<mark>\$276,016,216</mark> \$222,049,823	<u>\$0</u>			\$8,500,000	<u>\$0</u>					71.25
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	<mark>\$134,398,536</mark> \$102,673,057	<u>\$0</u>			\$8,500,000	<u>\$0</u>					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	<mark>\$133,912,128</mark> \$127,192,128	<u>\$0</u>			\$8,500,000	<u>\$0</u>					52.48
50013.2	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches <u>and</u> construct new sidewalks	September 2026	2027	Project also has \$626,626 of Category 1 and \$3,000,000 of Category 6 funding; <u>Proposing to</u> add <u>\$275,476 of CMAQ funding (total) to this</u> project	<u>\$6,884,505</u> \$8,459,450	<u>\$3,609,029</u>			\$4,832,824	<u>\$3,609,029</u>					81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches <u>and</u> <u>construct new sidewalks</u>	September 2026	2027	Project also has \$969,546 of Category 1 and \$7,000,000 of Category 6 funding; Proposing to add \$246,277 of CMAQ funding (total) to this project	<mark>\$10,049,183</mark> \$13,088,872	<u>\$2,802,906</u>			\$5,119,326	\$2,802,906					80.84
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has \$809,363 of Category 1 and \$4,700,000 of Category 6 funding	<mark>\$11,392,451</mark> \$10,926,396	<u>\$6,692,451</u>			\$5,417,033	<u>\$6,692,451</u>					79.13

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TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has \$729,619 of Category 1 and- \$3,600,000 of Category 6 funding	<mark>\$9,882,855</mark> \$9,849,852	<u>\$6,282,855</u>			\$5,520,233	<u>\$6,282,855</u>					72.45
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has \$1,356,353 of Category 1 and \$9,800,000 of Category 6 funding	<mark>\$17.080.561</mark> \$18,310,762	<u>\$7,280,561</u>			\$7,154,409	<u>\$7,280,561</u>					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has \$ 1,122,863 of Category 1 and \$7,300,000 of Category 6 funding	<u>\$14,294,731</u> \$15,158,645	<u>\$6,994,731</u>			\$6,735,782	<u>\$6,994,731</u>					74.05
50013	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches <u>and</u> <u>construct new sidewalks</u>	September 2026	2027	Project also has \$676,392 of Category 1 funding; Proposing to add \$192,526 of CMAQ funding (total) to this project	<u>\$10,094,023</u> \$9,131,289	<u>\$9,901,497</u>			\$8,454,897	<u>\$9,901,497</u>					81.20
50013.1	0095-03-109	US 80	At Buffalo Creek Relief	Replace <u>existing multiple culverts</u> with a bridge, approaches, and <u>construct new sidewalks bridge and</u> approaches	September 2026	2027	Project also has \$1,335,085 of Category 1- funding; <u>Proposing to add \$264,592 of CMAO</u> funding (total) to this project	<u>\$18,780,751</u> \$18,023,647	<u>\$18,516,159</u>			\$16,688,562	<u>\$18,516,159</u>					77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane rural highway to 4 lane roadway divided ; From North of US 80 to US 80: Reconstruct 4 lane rural highway to 4 lane divided with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate), <u>including new shared use</u> path and signal improvements	August <u>2028</u> 2033		Proposing to add \$6,772,780 of CMAQ funding. (total) to this project	<mark>\$125,642,776</mark> \$112,454,818	<u>\$118,869,996</u>	\$0	<u>\$6,415,178</u>	\$112,454,818	\$112,454,818					54.67
												Total Pro	posed Funding - Kauf	man County			\$180,950,185	
	1							Rockwall C	County Projects			Total Pro	posed Funding - Kauf	man County			\$180,950,185	
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	March 2029	2029	Proposing to remove Category 2 funding and transfer to projects that can advance sooner	Rockwall (<u>\$19,017,443</u> \$17,435,497	county Projects	\$11,470,963	\$0	Total Pro	posed Funding - Kauf	man County			\$180,950,185	78.71
13017 83221	2588-02-008 1015-01-024		(Kaufman County	4 lane divided urban roadway	August 2033	<u>2033</u>		\$19,017,44 <u>3</u>		\$11,470,963	\$0	Total Pro \$46,019,486	posed Funding - Kauf	man County			\$180,950,185	78.71 61.74
		FM 549	(Kaufman County Line) to SH 205	4 lane divided urban roadway (Ultimate 6) <u>Reconstruct and</u> widen from 2 lane rural to 4 lane urban roadway <u>with</u> <u>new shared use path and intersection</u>	August 2033 June 2026	<u>2033</u>	transfer to projects that can advance sooner Project also has \$5,522,338 of Category 1 funding; Proposing to add \$5,987,882 of CMAO funding (total) to this project; Project may be	\$19,017,443 \$17,435,497 \$52,479,284	<u>\$0.</u>	\$11,470,963 \$57,941,410	<u>\$0</u> \$51,526,232			man County			\$180,950,185	
83221	1015-01-024	FM 549 SH 205	(Kaufman County Line) to SH 205 SH 205 to SH 276 JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street) JCT SH 205/John King	4 lane divided urban roadway (Ultimate 6) Reconstruct and widen from 2 lane rural to 4 lane urban roadway <u>with</u> new shared use path and intersection improvements Reconstruct 4 lane to 4 lane roadway Reconstruct and widen 4 to 6 lane	August 2033 June 2026	2033 2026 2029 2027	transfer to projects that can advance sooner Project also has \$5,522,338 of Category 1- funding; Proposing to add \$5,987,882 of CMAQ funding (total) to this project: Project may be advanced to an earlier year.	\$19,017,443 \$17,435,497 \$52,479,284 \$51,541,824 \$51,526,232	\$0. \$46.491.402.					man County			\$180,950,185	61.74

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date		Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55071	0451-01-053		South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided roadway (6 lane Ultimate)	September 2028	2029	Project also has \$15,927,757 of Category 1 funding	<u>\$132,731,313</u> \$148,659,070	\$132,731,313	\$44,046,699	\$44,046,699	\$88,684,614	\$88,684,614					75.83
												Total Pro	posed Funding - Rock	wall County			\$240,737,437	
								Various Co	ounty Projects									
<u>11618.2</u>	<u>0918-00-429</u>	VA	<u>Regional Mobility</u> Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2026	<u>2026</u>	Includes \$6,375,000 of STBG (approved through 2023-2026 M&O Initiative): TxDOT requested Category 12 funding from the TTC	<u>\$8,880,000</u>	<u>\$2,250,000</u>							\$0	\$ <u>2,250,000</u>	<u>N/A</u>
																		·
					Category 2, 4, a						\$1,079,897,569	-	pposed Funding - Vari \$1,410,030,636	ous County			\$2,250,000	

	Future Project Lett	ings (FY 2026-FY 203	5)
	Category 2	Category 4	Category 12
2026-2035	\$1,079,897,569	\$1,410,030,636	\$3,758,908,232
Total	\$1,079,897,569	\$1,410,030,636	\$3,758,908,232

FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let Comments FY	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
							Hood County P	rojects									
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	December 2026 September 2027	2027 2028TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	<mark>\$127,000,000</mark> \$131,704,197	<u>\$127.000.000</u>	\$50,000,000	<u>\$75,000,000</u>	\$52,000,000	\$52,000,000					72.76
											Total Prop	osed Funding - Hoo	od County			\$127,000,000	
							Johnson County	Projects									
			Main Streat from Oth	Pahah Paalign reactives O large must be O			- States and a state of the sta										
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Rehab Realign roadway 2 lane rural to 2 lane urban roadway with sidewalks and turn lanes	December April 2025	2026 Project split out from TIP 13041/CSJ 0747-05-042	<u>\$2,000,000</u> \$10,400,000	<u>\$2,000,000</u>	\$10,400,000	<u>\$2,000,000</u>							78.10
<u>13040.1</u>	<u>0747-08-002</u>	<u>FM 157</u>	8th Street to North of County Road 108B	Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive	<u>December</u> 2025	2026 Project split out from TIP 13040/CSJ 0747-05-043	<u>\$8,400,000</u>	<u>\$8,400,000</u>	<u>\$0</u>	<u>\$8,400,000</u>							<u>78.10</u>
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	December April 2025	2026 2025	\$9,500,000	\$9,500,000	\$9,500,000	\$9,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to <u>CR 510</u> US 67	Realign and widen roadway from 2 to 4 lanes urban divided	November <u>2031</u> 2028	2032 2039Proposing to focus funding on a shorter breakout. section that is higher priority	<mark>\$173,000,000</mark> \$294,926,815	\$138,000,000	\$78,000,000	\$78,000,000	\$60,000,000	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	October 2032 September 2028	2033 2029	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	October 2032 September 2028	2033 2029	\$64,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	December September 2028	Category 4 funding replaced with Category 2 due to the project not being eligible for Category 4; 2029 Offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which was replaced with Category 4	<u>\$80,661,545</u> \$68,999,035	\$68,661,515	\$68,661,515	\$68,661,515	\$0	\$0					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	August 2026	2026	\$68,000,000	\$68,000,000			\$68,000,000	\$68,000,000					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	March 2026 June 2025	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding (total) and \$22,179,782 of STBG funding (total)	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000							82.15

FY2026 - FY2035

								Droposed					0-140.01	0-140.01	Cat 12	Cat 12	MDC
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let Comments FY	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Strategic Priority Approved	Strategic Priority Proposed	MPO Project Score
					-		Parker County F	Projects	-								
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	September 2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <u>\$1,400,000</u> . \$1,099,775 of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$1,699,775	\$600,000	\$600,000	\$600,000							71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	September 2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374- 05-066) in 2022 10-Year Plan Update	\$14,740,000	\$13,450,000	\$13,450,000	\$13,450,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	October 2032 May 2029	2033 2029	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000			\$31,000,000	\$31,000,000	75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	September 2033	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$448,000,000	\$0	\$0	\$0							61.50
											Total Prop	osed Funding - Park	er County			\$91,050,000	
							Tarrant County I	Projects									
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	May 2029	2029 Project also has \$20,000,000 of STBG funding (total)	\$51,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	III 20	Park Springs Blvd. to Dallas County Line	Reconstruct and widen from 8 to 10- general purpose lanes and 4/6/8 lane- continuous to 4/6/8 lane continuous frontage roads	September 2034	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$ 407,310,400	\$0 -	\$0	\$0							76.01
13027.2	2374-05-093	IH 20		Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	October 2031 November 2028	 \$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05- 084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133 	<u>\$100,000,000</u> \$150,000,000	\$25,000,000	\$25,000,000	\$25,000,000							76.01
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September <u>2029</u> 2031	2030 2032 Part of the Southeast Connector project; <u>TxDOT</u> requested additional Category 12 funding for this project	\$200,000,000	<u>\$200,000,000</u>					\$100,000,000	\$ <u>200,000,000</u>			82.70

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13002	1068-01-230	IH 30	Cherry Lane to Greer Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/ 48 lane discontinuous to <u>4/6</u> 2/8 lane dis continuous frontage roads; Reconstruct IH 30/SH 183 interchange	October 2032	2033	Category 2 funding moved to TIP 55045/CSJ 0008- 13-206; Project will be re-funded in a future 10- Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC; <u>TxDOT requested Category 12 funding for this</u> <u>project</u>	\$350,000,000	<u>\$175,000,000</u>					\$0	<u>\$175,000,000</u>			73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	September 2036	2037	Project will be funded in a future 10-Year Plan Update	\$1,120,000,000	\$0									60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; Cooper St to Baird Farm Road/AT&T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	September 2034 June 2028		TxDOT to build safety barriers into managed lane design	\$218,820,000	\$218,820,000	\$48,180,000	\$48,180,000	\$170,640,000	\$170,640,000					80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	Sontombor	2033	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC; <u>TxDOT</u> requested Category 12 funding for this project	\$170,000,000	\$85,000,000					\$0	<u>\$85.000.000</u>			83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	October 2033 January 2030	2034 - 2030	Project is a breakout of TIP 13005/CSJ 0171-05- 068; <u>Proposing to remove Category 2 funding</u> temporarily to cover cost overruns on projects that can advance sooner; Project will be re- funded in a future 10-Year Plan Update	<u>\$900,000,000</u> \$ 510,000,000	\$0	\$20,000,000	<u>\$0</u> _							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements <u>, new signals,</u> and turn lanes.	June 2027	2027	Additional Category 2 funding added to this project and TIP 13057/CSJ 0008-06-052 as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project also has \$11,430,160 \$6,430,160 from City of Fort Worth; Project awarded \$20 million RAISE grant (plus \$5 million state match); Proposing to add. \$17,000,000 of CMAQ funding (total) to this project	<mark>\$167,500.000</mark> \$93,930,160	\$114,069,840	\$62,500,000	\$ <u>89.069.840</u>	\$25,000,000	\$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	June 2027		Split from TIP 13056; Project also has <u>\$5,000,000</u> \$10,000,000 from City of Fort Worth	<u>\$42,500,000</u> \$72,500,000	\$37,500,000	\$37,500,000	\$37,500,000							79.36

FY2026 - FY2035	FY202	6 - FY2	2035
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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date		Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	October 2032 March 2029			<mark>\$41,000,000</mark> \$21,000,000	\$21,000,000	\$21,000,000	\$21,000,000							61.51
55034	0364-05-039	SH 183	<u>FM 157 to Bear</u> <u>Creek Parkway</u> S H 121 to SH 10	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	TBD	TBD	Funding source to be determined		\$0									72.81
55035	0094-02-136	SH 183	<mark>Bear Creek Parkway</mark> West of SH 360 to Dallas County line	Reconstruct and widen 6/7 to 8 general purpose lanes, 2 to 6 <u>concurrent</u> managed lanes -concurrent , <u>and</u> reconstruct 24/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway		TBD	Funding source to be determined		\$0									72.81
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	October 2033 January 2030	3 2034 → 2030	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by \$110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01- 214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; \$70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas); TxDOT requested additional Category 12 funding for this project	<mark>\$500,000,000 \$370,000,000</mark>	\$250,000,000	\$0	\$0					\$70,000,000	\$250.000.000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	October 2032 September 2028	<u>2033</u>	Category 2 funding replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	\$138,661,515	<u>\$103.661.515</u>	\$0	\$0	\$68,661,515	<u>\$103,661,515</u>					78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct <u>and widen</u> 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads	December 2028	2029	Project is split out from TIP 51346; \$70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	<u>\$130,000,000</u> \$100,000,000	<u>\$100.000.000</u>	\$0	\$0	\$0	<u>\$30,000,000</u>			\$70,000,000	\$70,000,000	94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	March 2029	2029	Proposing to remove Category 2 funding. temporarily to cover cost overruns on projects. that can advance sooner; Project will be re- funded in a future 10-Year Plan Update	<mark>\$256,000,000</mark> \$330,000,000	\$0	\$20,000,000	<u>\$0</u>							77.49
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2028	2029	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ; <u>Proposing to</u> <u>remove Category 2 funding temporarily to cover</u> <u>cost overruns on projects that can advance</u> <u>sooner</u>	\$15,000,000	<u>\$0</u>	\$12,638,436	<u>\$0</u>							73.82

FY2026 - FY2035	FY2026	- FY2035
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TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55044.1	0172-06-105	US 287	Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2029 2031	2030 2032 2032 Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	\$178,000,000	\$178,000,000					\$178,000,000	\$178,000,000			80.36
13063	0014-15-078	US 81/US 287	Tarrant Parkway to	Operational improvements including ramp modifications, <u>42</u> /6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	<mark>November</mark> April 2029	2030. 2029	<u>\$229,977,606</u> \$450,280,000	\$229,977,606	\$116,600,000	\$116,600,000	\$113,377,606	\$113,377,606					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2026 April 2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$25,056,079	\$23,402,377	\$23,402,377	\$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	<u>August 2026</u> A pril 2025	2026 2025 2025 MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	\$10,800,000	\$4,783,669	\$4,783,669	\$4,783,669							72.02
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 lane one way to 2 lane one way southbound frontage road	August 2026 April 2025	2026 2025MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding	\$19,066,000	\$11,838,179	\$11,838,179	\$11,838,179							70.49
53031	0014-15-035	US 81		Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	August 2026 April 2025	2026 MPO Milestone Policy Project (letting deadline of end of FY2025)	\$1,838,179	\$1,838,179	\$1,838,179	\$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	August 2026 April 2025	2026 MPO Milestone Policy Project (letting deadline of end of FY2025)	\$18,856,480	\$18,856,480	\$18,856,480	\$18,856,480							73.68
53074	0014-15-087	US 81	Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2- way discontinuous to 4 lane, 1-way continuous frontage roads	January 2030 May 2029	2030 2029	<u>\$50,000,000</u> \$34,717,812	<u>\$50,000,000</u>			\$34,717,812	\$ <u>50,000,000</u>					62.40
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	<mark>June 2032</mark> April 2029	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374- 05-066); Discussions on scope pending between TxDOT and NCTCOG staff	<mark>\$15,000,000</mark> \$ 47,842,627	\$5,000,000	\$5,000,000	\$5,000,000		osed Funding - Tarra				\$1,884,832,940	77.66

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let Comments FY	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
							Wise County F	Projects									
13004.3	0013-09-012	BU 81-D	0	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	August 2030 October 2028-	2030 2029	<mark>\$6,300,000</mark> \$6,000,000	\$6,300,000	\$3,600,000	<u>\$6,300,000</u>							67.70
13004.1	2418-01-013	FM 1810	intersection of LIS	Construct 0 to 4 lane roadway on new alignment of FM 1810	August 2030 October 2028	2030 2029	<u>\$32,500,000</u> \$25,000,000	\$32,500,000	\$13,300,000	<u>\$32,500,000</u>							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads		2030 Project also has \$8,000,000 in Category 1 2029 funding	<u>\$91,400,000</u> \$ 71,700,000	\$55,500,000	\$16,700,000	<u>\$55,500,000</u>							68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4-lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	January 2030 December 2027	2030 2 028	<u>\$84,682,188</u> \$81,400,000	\$84,682,188	\$41,400,000	\$41,400,000	\$43,282,188	\$43,282,188					61.99
		1		T.1.10.1		F and in a		40.505.000.040		A044075004		oosed Funding - Wis		+	A 171 000 000	\$178,982,188	
				Total Cate	gory 2, 4, and 12	Funding		\$2,595,936,643	\$785,343,930	\$844,975,334	\$681,679,121	\$761,961,309	\$278,000,000	\$638,000,000	\$171,000,000	\$351,000,000]
											·	Futuro Project Letti					

	Future Proje						
	Categor						
2026-2035	\$844,975						
Total	\$844,975						

ject Lettings (FY2026-FY2035)											
gory 2	Category 4	Category 12									
975,334	\$761,961,309	\$989,000,000									
975,334	\$761,961,309	\$989,000,000									

						FY2026 - FY20	35								
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects															
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	September 2027	Hunt County is doing environmental clearance; 2028 Project also has \$4,560,000 of Category 11 funding	\$42,560,000	\$38,000,000	\$38,000,000	\$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	October 2027	2028 Project also has \$3,828,000 of Category 11 funding	\$35,728,000	\$31,900,000	\$31,900,000	\$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	August 2029 September 2026	2029 2027	\$191,077,618	\$122,577,618	\$26,500,000	\$26,500,000			\$96,077,618	\$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2034	Category 2 funding previously moved to TIP 2034 13065/CSJ 0009-13-174 which is the higher priority	\$224,000,000	\$0	\$0	\$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2034	Category 2 funding previously moved to TIP 2034 13065/CSJ 0009-13-174 which is the higher priority	\$168,000,000	\$0	\$0	\$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2034	Category 2 funding previously moved to TIP 2034 13065/CSJ 0009-13-174 which is the higher priority	\$280,000,000	\$0	\$0	\$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	August 2034	2034 Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	\$672,000	\$600,000	\$600,000	\$600,000					65.49
										-	sed Funding - Hu	-		\$193,077,618	
				Total	Category 2, 4, a	and 12 Funding		\$193,077,618	\$97,000,000	\$97,000,000	\$0	\$0	\$96,077,618	\$96,077,618]

Future Project Lettings (FY 2026-FY 2035)											
Category 2 Category 4 Category 12											
2026-2035	\$97,000,000	\$0	\$96,077,618								
Total	\$97,000,000	\$0	\$96,077,618								

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
							Collin County Projects						
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,471,784 of CMAQ funding that is covering change orders	\$6,682,469	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2020 (Actual)	2021	Project completed in January 2024	\$24,834,021	\$24,834,021	\$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	\$3,219,051	\$3,219,051	\$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2018 (Actual)	2018	Remainder of construction funded with \$2,879,212 RTR, \$1,202,000 CMAQ, and \$116,301 of local funding; Project completed in April 2021	\$19,081,190	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	July 2022 (Actual)	2022	Project also has Category 1 <u>and \$9,228,407 of</u> <u>Category 11 COCO</u> funding to cover funding gap and change orders	\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	\$46,333,942	\$45,920,230	\$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,392,988 of CMAQ funding	\$5,212,988	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
<u>13071</u>	<u>0364-04-051</u>	<u>Spur 399</u>	<u>US 75 to SH 5</u>	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	<u>December</u> 2024 (Actual) April 2025	<u>2025</u>		<u>\$38,799,849</u>	<u>\$38,799,849</u>	<u>\$38,799,849</u> <u>\$42,547,677</u>			
<u>55156</u>	<u>0364-04-049</u>	<u>Spur 399</u>	<u>At SH 5</u>	Construct interchange	<u>December</u> 2024 (Actual) April 2025	<u>2025</u>		<u>\$36,131,076</u>	<u>\$36,131,076</u>	<u>\$36,131,076</u> <u>\$40,620,471</u>			
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	December 2022 (Actual)	2023	Project also has \$321,537 of Collin County funds	\$39,271,527	\$39,479,990		\$39,479,990		
<u>13072</u>	<u>0047-05-058</u>	<u>SH 5</u>	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	<u>December</u> 2024 (Actual) April 2025	<u>2025</u>		<u>\$18,634,223</u>	<u>\$18,634,223</u>	<u>\$18,634,223</u> \$24,199,370			
<u>13073</u>	<u>0047-05-057</u>	<u>SH 5</u>	<u>Stewart Road to El</u> Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	<u>December</u> 2024 (Actual) April 2025	<u>2025</u>	Project also has \$1,206,587 of local contribution	<u>\$63,793,866</u>	<u>\$64,221,173</u>	<u>\$39,555,215</u>	<u>\$24,665,958</u> <u>\$29,683,367</u>		
	clude Category 2, kethroughs indic		ing. s since August 2024 RTC	C meeting		<u>.</u>	1		· · · · · ·			•	STTC Information June 27, 2025

TIP													
Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13015 0	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	October 2020 (Actual)	2021	Project completed in October 2024	\$38,917,859	\$38,917,859		\$38,917,859		
55073 0	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	July 2022 (Actual)	2022	Change orders being covered by Category 1; <u>Project</u> completed in May 2025	\$33,380,213	\$33,380,213	\$33,380,213			
13025 0	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2018 (Actual)	2018	Project completed in April 2020	\$20,213,387	\$20,730,431	\$20,730,431			
13044 0	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2022 (Actual)	2022	Project also has \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding; <u>Project completed in</u> <u>February 2025</u>	\$43,578,574	\$27,300,067	\$27,300,067			
20084 0	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	\$80,040,840	\$80,669,840		\$16,870,821	\$63,799,019	
<u>55233</u> 0	<u>0135-03-046</u>	<u>US 380</u>	<u>West of Bridgefarmer</u> <u>Road to 4th Street</u>	Reconstruct and widen 4 lane roadway to 6 lane divided	May March 2025 (Actual)	<u>2025</u>	Project also has \$11,000,000 of Collin County funds	<u>\$74,514,878</u>	<u>\$65,091,878</u>	<u>\$24,189,901</u>	<u>\$40,901,977</u> <u>\$45,123,408</u>		
<u>55233.1</u> 0	<u>0135-03-057</u>	<u>US 380</u>	<u>Airport Drive to West of</u> <u>Bridgefarmer Road</u>	Reconstruct and widen 4 lane roadway to 6 lane divided	May March 2025 (Actual)	<u>2025</u>		<u>\$55,336,709</u>	<u>\$55,614,998</u>	<u>\$55,614,998</u> \$62,703,386			
<u>55234</u> 0	<u>0135-04-033</u>	<u>US 380</u>	<u>4th Street to CR 458</u>	Reconstruct and widen 4 lane roadway to 6 lanes divided	May March 2025 (Actual)	<u>2025</u>		<u>\$11,561,158</u>	<u>\$11,561,158</u>	<u>\$11,561,158</u> <u>\$12,353,457</u>			
										Total Ap	oproved Funding - Coll	in County	\$659,851,685
							Dallas County Projects						
55240 2.	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578			
52527 1	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	June 2018 (Actual)	2018	Project completed in August 2022; Change orders covered by Category 11	\$25,781,036	\$25,781,036		\$25,781,036		
54033 1	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	\$13,291,213	\$11,000,000		\$11,000,000		
55169 0	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	March 2021 (Actual)	2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns; <u>Project completed in May</u> 2025	\$120,678,632	\$120,574,879		\$120,574,879		
55179 0	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2021 (Actual)	2021	Project also has \$3,500,000 of Category 1 funding for potential cost overruns; <u>Project completed in May</u> 2025	\$13,601,005	\$21,128,162	\$7,827,157		\$13,301,005	

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
<u>13030</u>	<u>0009-11-254</u>	<u>IH 30</u>	<u>IH 35E to IH 45</u>	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	<u>February</u> 2025 (Actual)	<u>2025</u>	IH 30 Canyon Project; Trade previously reduced Category 12 funds on this project & replaced it with Category 2 funds (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02- 148) in order to enable project to let on time as Category 12 funding not available until out years; Project also has \$57,201,806 of STBG, \$98,175,435 of Category 11 COCO funds, and \$9,940,011 of local funds from City of Dallas	<u>\$831,505,327</u>	<u>\$666,188,075</u>	<u>\$450,709,923</u> \$409,736,294	<u>\$93,939,810</u>	<u>\$85,000,000</u>	<u>\$36,538,342</u>
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	August 2021 (Actual)	2021	Design-build project; Project was also awarded \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	February 2024 (Actual)	2024	Project also has \$3,879,813 of STBG funds	\$22,719,613	\$19,422,801	\$19,422,801			
<u>14032.2</u>	<u>0442-02-161</u>	<u>IH 35E</u>	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	<u>February</u> 2025 (Actual)	<u>2025</u>	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ and \$100,000 of STBG funding	<u>\$16,449,139</u>	<u>\$9,567,743</u>	<u>\$9,567,743</u> <u>\$10,686,537</u>			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	July 2021 (Actual)	2021	Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,833,334		\$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver trade; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-Build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-Build funding	\$49,935,875	\$43,422,500	\$43,422,500			

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project also has \$26,139,846 of Design-Build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project also has \$83,400,711 of Design-Build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-Build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-Build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	June 2018 (Actual)	2018	Project completed in April 2021; Change orders covered by Category 1	\$21,821,798	\$21,821,798		\$21,821,798		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	March 2020 (Actual)	2020	Remainder of construction funded with \$701,700 CMAQ and \$1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	\$12,469,181	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May 2021 (Actual)	2021	Remainder of project funded with \$7,000,000 of CMAQ funds; Project completed in January 2024	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Project also has \$37,748,649 of Category 1 funding; Change orders covered by Category 12	\$222,203,919	\$156,607,670			\$156,607,670	
54119.1	2964-10-008	SL 9		Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, \$2,500,000 of Category 1 funding, and \$20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			

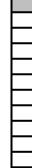
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.2	2964-10-009	SL 9	-	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has \$408,000 of CMAQ funding, \$6,000,000 of Category 1 funding, and \$54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Cost savings are being used to cover change orders	\$91,202,288	\$156,607,670			\$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	July 2024 (Actual)	2024	Project also has \$1,014,582 of local contribution from the City of Mesquite	\$197,499,361	\$201,575,779		\$129,245,388	\$63,822,920	\$8,507,471
53109	0095-02-107	US 80		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	July 2024 (Actual)	2024		\$342,164,864	\$342,164,864	\$37,916,764	\$228,404,680	\$75,843,420	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project completed in December 2021; Remaining costs were covered by Category 1 funding	\$1,007,339	\$907,339	\$907,339			
										Total A	oproved Funding - Dal	las County	\$3,567,440,774
							Denton County Projects	[
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	July 2022 (Actual)	2022	Project also has \$23,052,037 of Category 1 funding	\$73,248,171	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114		Construct 0 to 6 lane grade separation over US 377	June 2021 (Actual)	2021	Project completed in March 2024	\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586		
51060	0353-02-053	BS 114K		Replace railroad underpass and improve BS 114-K drainage	November 2019 (Actual)	2020	Project also has \$3,000,000 of Bridge funds and \$552,921 of CMAQ; Project completed in April 2024	\$11,088,528	\$7,500,000	\$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	April 2024 (Actual)		Project also has \$9,450,000 Category 11 Energy Sector and \$34,627,752 Category 11 COCO funds	\$205,860,139	\$161,782,387	\$30,969,735			\$130,812,652
<u>55197.2</u>	<u>0195-02-081</u>	<u>IH 35</u>	<u>North of FM 455 to North</u> of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	August 2025 December 2024	<u>2025</u>		<u>TBD</u>	<u>\$175,274,675</u>				<u>\$175,274,675</u>
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has \$20,000,000 Category 11 Energy Sector, \$11,925,553 Category 11 COCO, and \$1,452,495 of local contribution from the City of Denton	\$261,858,377	\$233,357,330		\$43,647,905		\$189,709,425

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	July 2022 (Actual)	2022	Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$28,212,007		\$1,349,711		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	January 2023 (Actual)		Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	April 2024 (Actual)		Project also has \$18,812,905 Category 11 Energy Sector and \$8,920,000 Category 11 COCO funds	\$116,185,323	\$88,452,418	\$35,008,319	\$31,394,099	\$10,000,000	\$12,050,000
<u>13033.2</u>	<u>0196-02-127</u>	<u>IH 35E</u>	<u>At Business 121</u>	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	<u>January 2025</u> (Actual)		Denton Priority Project #4; Project also has \$5,800,085 of local funds for aesthetic improvements	<u>\$100,994,633</u>	<u>\$95,194,548</u>	<u>\$95,194,548</u> \$94,351,098			
<u>13033.4</u>	<u>0196-02-126</u>	<u>IH 35E</u>	<u>At Corporate Drive</u>	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 (Actual)		Denton Priority Project #5; Project also has \$4,161,470 of local funds for aesthetic improvements	<u>\$110,371,467</u>	<u>\$108,080,131</u>	<u>\$108,080,131</u> \$96,262,582			
<u>25033.3</u>	<u>0196-01-109</u>	<u>IH 35E</u>	<u>South of Mayhill Road to</u> <u>South of SL 288</u>	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	<u>June 2025</u> (Actual)	<u>2025</u>		<u>\$123,539,232</u>	<u>\$139,130,349</u>	<u>\$129,130,349</u>	<u>\$10,000,000</u>		
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	July 2018 (Actual)	2018	Project also has \$9,237,129 2MP1, \$9,204,379 4P1, & \$2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021	\$18,791,508	\$350,000	\$350,000			
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	November 2019 (Actual)	2020	Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project completed in April 2024	\$18,803,011	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	July 2018 (Actual)	2018	Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,314 of Category 1 funds; Change orders covered by Category 1; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380		Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2020 (Actual)	2020	Also has \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund; <u>Project completed in August 2024</u>	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114		Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)		Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	\$68,192,321	\$68,192,321	\$68,192,321			
55260	0353-09-003	SH 114		Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023		\$28,239,411	\$28,239,411	\$28,239,411			
										Total Ap	proved Funding - Der	ton County	\$1,391,797,173

	1						112017 - 112025						,
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
							Ellis County Projects						
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	May 2018 (Actual)	2018	Project also has \$1,921,068 Category 11 & \$11,147,127 STBG; Project completed in June 2021	\$28,877,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road	Reconstruct interchange; Reconstruct and) widen 4 lane discontinuous to 4/6 lane continuous frontage roads	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has \$4,000,000 of Category 1 funds; <u>Project</u> <u>completed in May 2025</u>	\$45,984,067	\$42,000,000		\$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2024 (Actual)	2024	Project also has \$7,627,931 of Category 11 funding and \$48,839 of local funding	\$79,799,197	\$77,154,426		\$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,796,292 of STBG funding and \$1,319,348 of Category 11 COCO funding	\$34,602,495	\$31,586,928	\$31,586,928			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with \$3,956,540 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with \$4,938,800 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2019 (Actual)	2019	Project also has \$10,330,000 of Prop 1 - Cat 4 and \$50,000 of Category 11 funding; Change orders covered by Category 11; Project completed in December 2021	\$27,666,577	\$17,286,577		\$17,286,577		
										Total A	Approved Funding - Ellis	County	\$185,127,931
							Kaufman County Projects						
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	\$13,687,533	\$6,894,899	\$6,894,899			
N/A	0095-03-085	FM 460	at US 80	Replace bridge and approaches	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$6,723,349	\$2,778,445		\$2,778,445		

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
<u>55111.2</u>	<u>2588-01-022</u>	<u>FM 548</u>	<u>North of US 80 to</u> Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	<u>March 2025</u> (Actual)	<u>2025</u>		<u>\$80,359,417</u>	<u>\$81,127,417</u>	<u>\$81,127,417</u> <u>\$115,245,043</u>			
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding; Costs have increased since letting	\$116,810,288	\$116,810,288		\$116,810,288		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2- way to 2 lane, 1-way frontage road and ramp modifications	October 2020 (Actual)	2021	Project completed in September 2023; Project also has \$253,983 of Category 11 funding	\$13,179,601	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021	\$1,238,789	\$1,238,789	\$1,238,789			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	June 2023 (Actual)	2023	Project also has \$3,662,623 of Category 11 funding	\$43,212,466	\$39,549,843	\$39,549,843			
				·						Total App	roved Funding - Kaufn	nan County	\$261,325,299
							Rockwall County Projects						
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	May 2018 (Actual)	2018	Project also has \$925,000 of Prop 1 - Cat 2 and \$40,000 of CMAQ; Change orders covered by Category 11; Project completed in August 2021	\$9,290,063	\$8,325,063	\$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	June 2023 (Actual)	2023	Project also has \$50,000,000 of CMAQ funds	\$342,870,407	\$295,320,406	\$89,062,713		\$206,257,693	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	October 2022 (Actual)	2023		\$199,292,314	\$199,292,314		\$32,045,599	\$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	October 2022 (Actual)	2023		\$113,230,273	\$113,230,273	\$66,992,876		\$46,237,397	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	March 2021 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; <u>Project completed in May</u> 2025	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Project also has \$1,358,000 of CMAQ and \$992,442 of Category 1; Change orders covered by Category 1; Project completed in February 2021	\$17,257,442	\$14,900,000	\$14,900,000			

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Category 1 funds will be used to cover overruns; Project completed in February 2021	\$719,165	\$719,165	\$719,165			
								•		Total App	proved Funding - Rocky	vall County	\$638,787,221
							Various County Projects						
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500				\$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	April 2024 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$5,270,400	\$2,013,000				\$2,013,000
<u>11618.2</u>	<u>0918-00-362</u>	VA	<u>Regional Mobility</u> <u>Assistance Patrol (Dallas</u> <u>District)</u>	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2025	<u>2025</u>	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	<u>N/A</u>	<u>\$2,331,000</u>				<u>\$2,331,000</u>
										Total Ap	proved Funding - Vario	ous County	\$6,040,500
				Total Category 2, 4, and 12 Fu	unding				\$6,710,370,583	\$3,045,155,376	\$1,360,909,951	\$1,712,117,895	\$592,187,361
											Projec	t Lettings	
											Category 2	Category 4	Category 12



	Project	Lettings	
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,224,659	\$58,602,834	\$0
2019	\$547,894,686	\$192,286,577	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$422,473,065	\$176,584,658	\$242,956,591
2022	\$221,390,598	\$162,938,444	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$556,557,907
2025	\$1,098,296,531	\$169,507,745	\$299,144,017
Total	\$3,045,155,376	\$1,360,909,951	\$2,304,305,256

							FY2017 - FY2025						
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
	• •			•			Denton County Projects						
54068	3559-01-004	SH 170		Restripe 2 to 4 main lanes and ramp modifications	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559- 02-007	\$1,000,000	\$0				\$0
										Total Approve	ed Funding - Dento	on County	\$0
							Hood County Projects						
							Category 2 funds for this project have been						
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	August 2018 (Actual)	2018	exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,000,000 in local funding from Hood County; Project completed in November 2024	\$46,969,449	\$0	\$0			
										Total Approv	ved Funding - Hood	d County	\$0
							Johnson County Projects						
							Johnson County Projects				-	1	
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with \$22,800,000 of STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	Liophson/Hood (ounty	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
										Total Approve	ed Funding - Johns	on County	\$3,950,000
							Parker County Projects						
14012	0313-02-057	FM 51	North of Cottondale Road	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Old Springtown	Reconstruct roadway and intersection improvements	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	Larrant/Darker (ounty	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	May 2023 (Actual)	2023		\$28,293,108	\$28,293,108		\$28,293,108		
	1		1				1						

							112017 - 112025						
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	May 2024 (Actual)	2024		\$57,093,262	\$77,000,000	\$25,000,000	\$52,000,000		
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	May 2024 (Actual)	2024	Grouped project	\$40,390,214	\$48,000,000	\$26,500,000	\$21,500,000		
							·			Total Approv	ed Funding - Parke	r County	\$165,293,108
							Tarrant County Projects						
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0			
<u>21024</u>	<u>0718-02-076</u>	<u>FM 156</u>	<u>At Industrial Blvd</u>	Construct intersection improvements including left and right turn lanes and sidewalks	<u>May 2025</u> (Actual)	<u>2025</u>	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,000,000 of CMAQ funding	<u>\$6,426,835</u>	<u>\$3,364,563</u>	<u>\$3,364,563</u>			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	May 2023 (Actual)	2023		\$26,105,384	\$26,515,384	\$6,875,000	\$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2020 (Actual)	2020	Project completed in February 2025	\$20,961,182	\$23,000,000		\$23,000,000		
13003	1068-01-214		SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2024 (Actual)	2024	\$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Category 1 funding for cost overruns	\$261,399,462	\$261,399,462	\$66,000,000	\$145,399,462	\$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	February 2023	2023	Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02- 065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	\$451,409,000	\$451,409,000	\$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	\$19,092,215	\$19,092,215	\$19,092,215			

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

			T				FY2017 - FY2025				T	1	
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$31,413,964	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	September 2018 (Actual)	2019	Also has \$1,600,000 of STBG funds & \$1,800,000 of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project completed in December 2020	\$16,964,773	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	June 2020 (Actual)	2020	Project completed in March 2024	\$98,999,997	\$113,106,349				\$113,106,349
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	March 2023 (Actual)	2023	Project also has \$12,000,000 of Category 6 funding	\$26,588,577	\$18,594,527	\$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	June 2020 (Actual)	2020	Cost overrun post letting	\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	June 2020 (Actual)	2020		\$97,837,881	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	February 2018 (Actual)	2018	Project completed in April 2021	\$53,391,000	\$56,300,000	\$56,300,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with \$11,250,000 of STBG funding to help reduce regional carryover balance; Project also has \$1,000,000 of Category 1 funds	\$12,193,894	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design- Build project; Project also awarded \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design- build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		

	I						FY2017 - FY2025	1				T	
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)		Project is part of the Southeast Connector; Design- build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	February 2022 (Actual)	,,,,,,	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715			
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	December 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0			
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	November 2023 (Actual)	/11//	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0			
										Total Approv	ed Funding - Tarra	nt County	\$2,753,026,071
							Wise County Projects						
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04- 029	\$30,817,569	\$26,000,000	\$26,000,000			
										Total Appro	ved Funding - Wise	e County	\$26,000,000

							Ff2017 - Ff2025						
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
							Various County Projects						
11619.1	0902-00-309	VA	Assistance Patrol (Fort	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500				\$812,500
11619.1	0902-00-310	VA	Assistance Patrol (Fort	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	November 2023 (Actual)	/0/4	Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG	\$7,812,000	\$1,775,000				\$1,775,000
<u>11619.1</u>	<u>0902-00-311</u>	<u>VA</u>	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2024 (Actual)	<u>2025</u>	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG and \$430,000 of Category 12C; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	<u>\$4,168,462</u>	<u>\$900,000</u>				<u>\$900,000</u>
								Total Approve	ed Funding - Variou	s County	\$3,487,500		
				Total Category 2, 4,	and 12 Funding				\$2,951,756,679	\$1,328,404,876	\$603,825,954	\$849,602,000	\$169,923,849

1			

Project Lettings									
	Category 2	Category 4	Category 12						
2017	\$0	\$0	\$0						
2018	\$60,250,000	\$0	\$370,000,000						
2019	\$12,000,000	\$0	\$0						
2020	\$78,006,400	\$113,993,000	\$113,106,349						
2021	\$0	\$0	\$0						
2022	\$535,313,171	\$223,000,000	\$482,932,000						
2023	\$521,970,742	\$47,933,492	\$812,500						
2024	\$117,500,000	\$218,899,462	\$51,775,000						
2025	\$3,364,563	\$0	\$900,000						
Total	\$1,328,404,876	\$603,825,954	\$1,019,525,849						

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
	Hunt County Projects											
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	October 2020 (Actual)	2021	Project completed in August 2023	\$14,191,647	\$16,400,000	\$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	January 2023 (Actual)		Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding	\$30,044,518	\$25,023,674	\$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding	\$64,767,102	\$52,374,999	\$23,375,000		\$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 1 funding	\$44,670,227	\$39,679,749	\$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$4,098,997 of Category 11 Change Order funding	\$76,034,119	\$71,660,123	\$13,689,859	\$8,373,452	\$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$794,237 of Category 11 Change Order funding	\$53,725,782	\$52,931,546	\$1,820,209	\$5,000,000	\$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	October 2023 (Actual)	2024	Project also has \$500,937 of Category 11 Change Order funding	\$58,708,986	\$58,208,050	\$111,778	\$5,000,000	\$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	October 2022 (Actual)	11112	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 1 funding	\$18,638,110	\$15,129,828	\$15,129,828		
13053	0768-01-057	SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	March 2023 (Actual)	2023		\$4,665,736	\$4,665,736	\$4,665,736		
	<u> </u>				I			1	Tot	tal Approved Funding		\$336,073,705
				Total Catego	ry 2, 4, and 12 Fu	nding			\$336,073,705	\$139,895,833	\$18,373,452	\$177,804,420

Project Lettings								
Category 2	Category 4	Category 12						
\$0	\$0	\$0						
\$0	\$0	\$0						
\$0	\$0	\$0						
\$0	\$0	\$0						
\$16,400,000	\$0	\$0						
\$0	\$0	\$0						
\$107,873,987	\$0	\$28,999,999						
\$15,621,846	\$18,373,452	\$148,804,421						
\$0	\$0	\$0						
\$139,895,833	\$18,373,452	\$177,804,420						



NCTCOG PRESENTATION **2026 UNIFIED TRANSPORTATION PROGRAM AND** REGIONAL **10-YEAR PLAN UPDATE**

Surface Transportation Technical Committee |June 27, 20 FRONIC ITEM 5.3

BACKGROUND

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



ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2026 UTP in Fall 2024
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects
 - Includes 2025 projects that need additional funding to cover cost overruns at letting
- To satisfy a February 14, 2025, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- TxDOT requested Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for on-system projects to cover bike/pedestrian, Intelligent Transportation Systems, signals, intersection improvements, etc.
 - 14 projects affected
 - \$60,764,277 total CMAQ proposed



PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

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



REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP	2026 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448	\$2.930
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626	\$2.232
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	\$3.626	TBD
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	\$9.700	TBD

* Amounts shown in billions



WEST/EAST DISTRIBUTION – CATEGORY 2

- In coordination with TxDOT, the TIP Team has tracked lettings, change orders, and other charges for Category 2 funding since 2014 to determine carryover for each subregion.
- More details on the region's latest Category 2 carryover balance will be provided once coordination with TxDOT and funding decisions have been finalized.



NEXT STEPS

- Incorporate changes to listings if the region receives any Category 12 funding from the TTC
- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Bring back the listings for approval, including Category 12 amounts and changes to the Let/Completed projects list (e.g., 2025 cost overruns)
- Provide an update on the region's Category 2 carryover balances
- Bring back any project changes to the committees if the TTC action is different than proposed project listings



TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 3, 2025
Initial draft list due to TxDOT	February 14, 2025
STTC Information	June 27, 2025
RTC Information	July 10, 2025
Public Involvement	July 2025
STTC Action	July 25, 2025
RTC Action	August 14, 2025
TxDOT Public Involvement for 2026 UTP	July 2025 and August 2025
Anticipated TTC Approval of 2026 UTP	August 2025



CONTACT US

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COG Presentation

Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)



Proposed Process to Develop a New Legislative Plan for Both Short-Term and Long-Term Transit Needs in the Dallas-Fort Worth Region

(P25-01)

The Regional Transportation Council proposes a process over the next 12 to 18 months to comprehensively review the best approach to deliver transit for tomorrow and 25 years into the future.

The Regional Transportation Council proposes a process that will be completed in time for new legislation to be drafted for the next State Legislative session (i.e., 90th Legislative session) to influence and broaden how transit service is funded and delivered in the Dallas-Fort Worth Region.

The Regional Transportation Council proposes to include all views, positive and negative, in order to develop consensus. Citizens, State Legislators from North Central Texas, Transit Authorities (both Board members and executive staff), Transit member cities (mayors and city managers), impacted non-member cities (mayors and city managers), TxDOT, NCTCOG staff, and impacted members from the Regional Transportation Council will be requested to participate. This process will include problem identification, funding and new revenue opportunities, principles of equity, legislative impacts and considerations, local and regional policy changes and transit delivery institutional options.



The Regional Transportation Council proposes to implement findings from Transit 2.0, which includes the recommendations of seven distinct tasks and a final report. Presentations with Regional Transportation Council members have already begun to identify additional tasks for future work. These tasks will be included in the proposed work scope with the intent of informing the final recommendation.

The Regional Transportation Council, through the Mobility 2050 Plan, needs expansion of existing Transit Authority boundaries or creation of new Authorities to reduce future roadway congestion, improve safety, develop alternative mobility solutions through contiguous transit coverage and drive more sustainable development. Options will include expansion of the current Transit Authority boundaries covering larger shares of residential population and employment as well as possible aggregation of regional rail into a single institution. Transit service areas need to cover at a minimum a larger portion of Dallas, Tarrant, Collin, and Denton Counties.

Equity concerns regarding the financial contribution that various cities pay for transit service need to be resolved, as do concerns regarding regional equity among transit and non-transit cities. Any policy approach proposed by the Regional Transportation Council must include new and expanded transit funding sources that incentivize growth of transit service in the region. In addition, Transit 2.0 recommendations on transit cost efficiencies are also necessary.



The Regional Transportation Council is responsible for planning and funding transportation improvements for all modes. This policy lays out a comprehensive vision for transit in order to meet today's issues and tomorrow's needs. To improve mobility, reduce roadway congestion, improve land use efficiency, reduce emissions and improve safety, the Regional Transportation Council calls on all impacted parties to come together, debate, study, and agree on necessary transit elements, including funding and institutional structures, that serve our local communities and address regional responsibilities.



2025 Transportation Alternatives **Call for Projects**

Funding Recommendations for the North Central Texas Region

Regional Transportation Council Karla Windsor, AICP Senior Program Manager

June 12, 2025





Call for Projects opened October 25, 2024, and closed January 17, 2025

Approximately \$56 million in federal funding was available (FY26 – FY28)

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Eligible Project Activities

May include:

- Safe Routes to School Planning (NEW)
- Safe Routes to School Construction Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



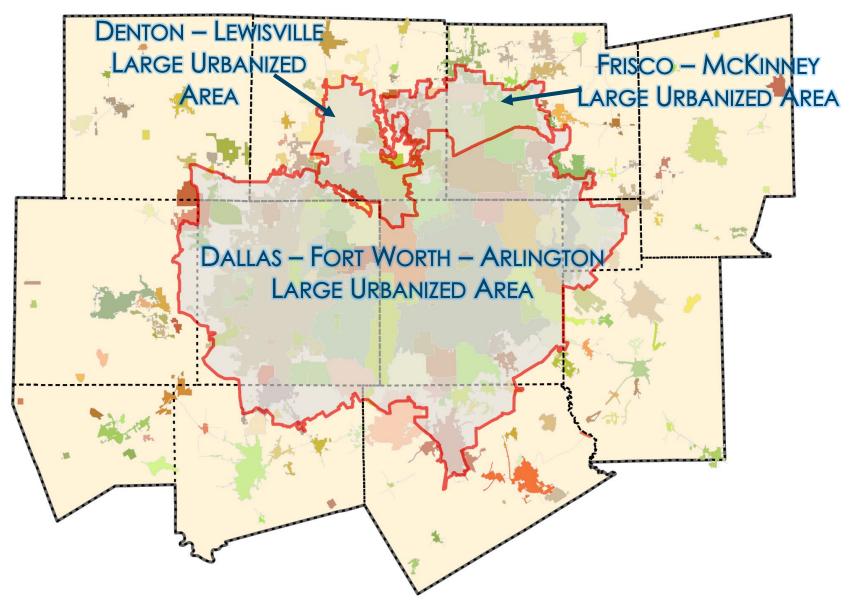


Eligible Project Areas

Legend

Large Urbanized Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)





Match Requirements

Construction-implementation projects

- Engineering and Environmental Phases: <u>100 percent locally funded</u>
- Construction Phases: <u>Minimum 20 percent local match*</u>

Safe Routes to School planning: Minimum 20 percent local match*

*Local match must be cash or Transportation Development Credits (TDCs)

- Agencies may request Regional Transportation Council (RTC) "Regional" TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs is limited to two applications per agency.
- No in-kind contributions.



Application Categories and Evaluation Criteria

Active Transportation

Regional Network Connectivity Access to Major Destinations Project Readiness and Other Factors Safety and Comfort Congestion Reduction Equity*

Safe Routes to School (Construction)

Problem Identification and Solution Planning Support Potential to Increase Walking/Biking Project Readiness and Other Factors

Equity*

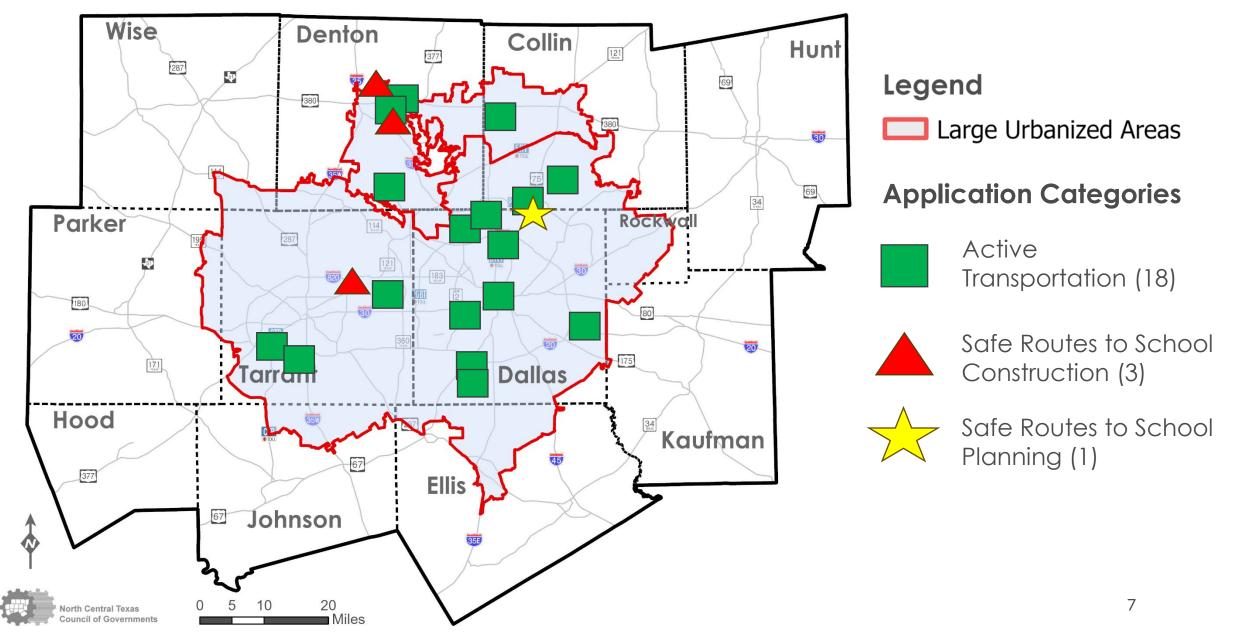
Safe Routes to School (Planning)

Problem Identification and Solution Proposed Plan Elements Potential to Increase Walking/Biking Proposed Planning Process Equity*

* Removed per Federal Guidance.



Project Applications Received (22)



Applications and Requested Federal Funding 2025 Transportation Alternatives Call for Projects

	West Subregion (Fort Worth District)	East Subregion (Dallas District)	Total
Number of Applications Received	5	17	22
Active Transportation (18 Applications)	\$ 21,544,000	\$ 88,225,404	\$ 109,769,404
Safe Routes to School (construction) (3 Applications)	\$ 5,336,000	\$ 8,256,000	\$ 13,592,000
Safe Routes to School (planning) (1 Application)	\$ O	\$ 400,000	\$ 400,000
Total Requested Federal Funding	\$ 26,880,000	\$ 96,881,404	\$ 123,761,404



Adjusted Application Scoring

	•	· · ·		
Activ	e Transportation Applica	tion Category		
#	Project Sponsor	Project Name	Original Score	New Score
1	Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	83	88
2	City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension	70	77
3	Dallas County	Chalk Hill Trail Phase 2	74	71
4	City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	63	69
5	City of Denton	Sycamore Trail Sidepath	71	68
6	City of Carrollton	T. C. Rice Trail	68	67
7	City of Fort Worth	McPherson-Summer Creek Safe Streets	61	65
8	City of Plano	Los Rios Park Trail	60	64
9	City of Crowley	Main Street Trail Extension	60	63
roje	cts Not Recommended for	Funding		
10	City of Dallas	San Jacinto Cycle Track	50	53
11	Town of Flower Mound	Community Shared Use Path	47	51
12	City of DeSoto	Pleasant Run Road	45	46
13	City of DeSoto	Westmoreland Road	45	46
14	City of Bedford	Bedford Road Beautification - Alternative A	44	46
15	City of Denton	McKinney Street Sidewalks and Sidepath	49	45
16	City of Bedford	Bedford Road Beautification - Alternative B	41	43
17	Town of Sunnyvale	Rails to Trails Phase 2	39	42
	i -	ruction) Application Category		
#	Project Sponsor	Project Name	Original Score	New Score
1	City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	79	58
	City of Denton	Newton Rayzor Elementary School SRTS	70	56
roje	cts Not Recommended for			
3	City of Denton	Sam Houston Elementary School SRTS	59	47
	Doutoo to Cohool /Diama:	nd) Application Octodom		
ate #	Routes to School (Planni Project Sponsor	Project Name	Original Score	New Score
1	City of Richardson	Richardson SRTS Program	91	75
<u> </u>		ואטומועסטו סרוס רוטצומוו		/5

Federal Funding Recommendations 2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	Recommended Funding Award		
			TA Funds	TDCs	
City of Carrollton	T. C. Rice Trail	Active Transportation	\$ 10,000,000	272,000	
City of Crowley	Main Street Trail Extension	Active Transportation	\$ 1,856,000	-	
City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) and Marni Kaner Trail Extension	Active Transportation	\$ 6,340,000	1,238,000	
City of Denton	Sycamore Trail Sidepath	Active Transportation	\$ 3,000,000	-	
City of Denton	Newton Rayzor Elementary School SRTS	Safe Routes to School (Construction)	\$ 4,584,000	-	
City of Fort Worth	McPherson-Summer Creek Safe Streets	Active Transportation	\$ 4,072,000	-	

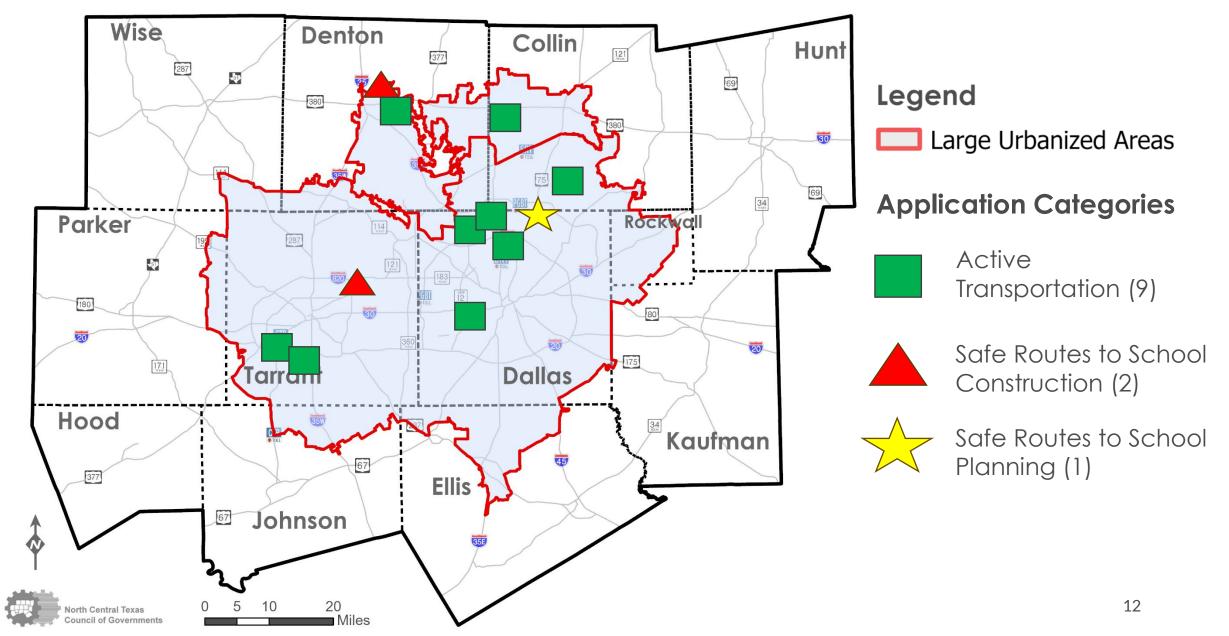


Federal Funding Recommendations (cont.) 2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	Recommended Funding Award	
			TA Funds	TDCs
City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Active Transportation	\$ 4,048,000	-
City of Plano	Los Rios Park Trail	Active Transportation	\$ 4,410,000	882,000
City of Richardson	Richardson SRTS Program	Safe Routes to School (Planning)	\$ 400,000	-
City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Safe Routes to School (Construction)	\$ 4,784,000	-
Dallas County	Chalk Hill Trail Phase 2	Active Transportation	\$ 10,000,000	-
Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Active Transportation	\$ 6,142,664	-



Recommended Projects (12)



Summary of Recommended Funding Awards

Subregion	Federal (Transportation Alternatives)	Local Match	Transportation Development Credits	Grand Total
East	\$48,924,664 (82%) ¹	\$ 9,203,666	2,392,000	\$ 58,128,330
West	\$ 10,712,000 (18%) ¹	\$ 2,678,000	-	\$ 13,390,000
Total	\$ 59,636,664 (100%) ²	\$ 11,881,666	2,392,000	\$71,518,330

¹Recent CMAQ and/or Carbon Reduction Program (CRP) awards offset this imbalance so overall air quality funding programs are in balance.

²Includes partial funding from FY 25 and FY 29.



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee – Information on Call for Projects	August 21, 2024
Surface Transportation Technical Committee - Action to Open Call for Projects	September 27, 2024
Regional Transportation Council - Action to Open Call for Projects	October 17, 2024
Call for Projects Opened	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closed (Applications Due)	January 17, 2025
Review of Projects / Scoring by NCTCOG Staff	January – March 2025
Public Meeting	April 7, 2025
Surface Transportation Technical Committee - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council - Action to Approve Recommended Projects	June 12, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Requested Action

Recommend Approval of:

- The list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided in this item.
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Program rules that:
 - Project sponsors must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC/inclusion in the TIP/STIP.
 - Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed.



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Progress on Federal Competitive Grants

Submitted by NCTCOG

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	Yes	Yes	\$4,047,999 √
Federal Highway Administration	4 Stations	No	No	\$37,500,000
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000 √ (approved to proceed on 5/19/2025)
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Trinity Rail Express (TRE)	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, \$14m obligated	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, \$31m obligated	\$87,500,000
Department of Energy	Houston to Los Angeles on Hydrogen Fuel	Yes	Yes, Stop Work Order	\$107,000
Federal Highway Administration	AllianceTexas Inland Port Project	No	No	\$261,823,699 √ (approved to proceed on 5/21/2025)
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$182,000,000 √ (approved to proceed on 5/21/2025)
	\$55,047,999			
Projects will be remove	\$609,866,827			

Progress on Federal Competitive Grants

NCTCOG Assisted with Local Government Applications

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Highway Administration	Dallas County Inland Port (DCIP) Multimodal Connectivity Project <i>Submitted by Dallas County</i>	No	No	\$87,015,000 (approved to proceed on 06/02/2025)
Federal Highway Administration	Martin Luther King (MLK), Jr. Boulevard Complete Street & Safety Upgrades Project <i>Submitted by City of Dallas</i>	No	No	\$27,250,000
Sub-total of approved to proceed projects				\$87,015,000
Projects will be removed when an Agreement is fully executed and obligated. TOTAL			\$114,265,000	

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

November 2022 Update



North Central Texas Council of Governments



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	Participation Language Assistance Plan Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery Title VI Complaint Procedures El Procedimiento de Quejas Titulo VI Regional Transportation Council Rules for Public Comment Regional Transportation Council

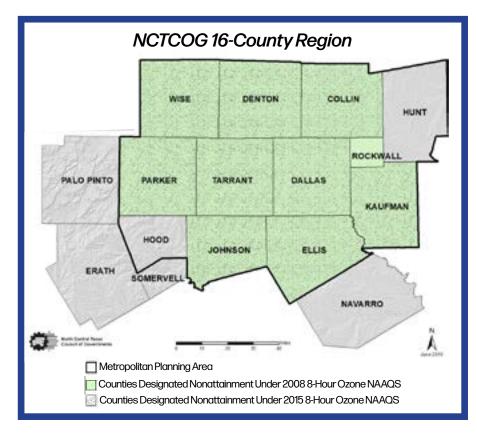
1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.

The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisorv groups lend expertise and develop recommendations for the RTC to consider.



2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.





Commitment to Diversity and Inclusiveness

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts. The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCT-COG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

Media Outreach	Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
Paid Advertising	Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
Language Translation	Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
Community Networks	Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
Business Outreach	Evaluate how to expand outreach to the business community, including minority chambers of commerce
Nonprofit Coordination	Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population



Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings, and other information.

Collaboration with Audiences and Stakeholders

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the parties outlined on the following page.

Required for General Public Participation

Individuals

- Affected public agencies Representatives of public transportation employees Public ports Freight shippers Providers of freight transportation services Private providers of transportation Intercity bus operators Employer-based commuting programs Carpool program Vanpool program
- Transit benefit program

Parking cash-out program

Shuttle program

Telework program

Representatives of users of public transportation

Representatives of users of pedestrian walkways and bicycle transportation facilities

Representatives of the disabled

Other interested parties

Those traditionally underserved by existing transportation systems:

- Low-income households
- Minority Households

Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments

Federal land management agencies, when the MPA includes Federal public lands

Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:

- State and local planned growth
- Economic development
- Tourism
- Natural disaster risk reduction

- Environmental protection
- Airport operations
- Freight movements

Required for Metropolitan Transportation Plan

State and local agencies responsible for:

- Land use management
- Natural resources
 - resources

- Conservation
- Historic preservation

• Environmental protection

Required for Congestion Management Plan (if developed in the future)

Employers

Private and nonprofit providers of public transportation

Organizations that provide job access reverse commute projects or job-related services to lowincome individuals

Transportation management organization

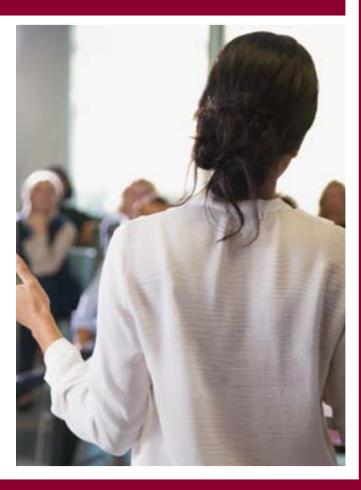
3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request





Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

Goal 2: Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible



4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.



Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.



Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period.

If action initiating a public comment period, such as posting information to www.nctcog.org/ input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.



Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. When- ever possible, a livestream will be provided as well.	45 days	Information sent to public involvement contact list NCTCOG publication article Social media
Update to one or more Public Participation Plan appendices or legislative references in the document	Recommendations posted online for public review and comment at www.nctcog.org/input.		Newspaper ad, including minority publications News release
Typographic or grammatical correction	None	Not applicable	Not applicable



Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. When- ever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications
Modifications	Recommendations posted online for public review and comment at www.nctcog.org/input.		News release



Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment. The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval.	30 days following	Information sent to public
Metropolitan	At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenev-	each meeting	involvement contact list
Transportation Plan Update	er possible, a livestream will be provided as well.		article
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenev- er possible, a livestream will be provided as well.	30 days	Social media Newspaper ad, including minority publications News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenev- er possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input.		News release
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog. org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenev- er possible, a livestream will be provided as well.	30 days	
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan			Information sent to public involvement contact list NCTCOG publication article Social media
Transportation Conformity draft related to changes to the transportation system			Newspaper ad, including minority publications News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted on- line for public review and com- ment at www.nctcog.org/input.		
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity.	Not applicable	News release announcing federal approval



Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to request- ing RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenev- er possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair			NCTCOG publication article Social media Newspaper ad, including minority publications News release



Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligted Projects	Review only at www.nctcog.org/annual.	Not applicable	Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

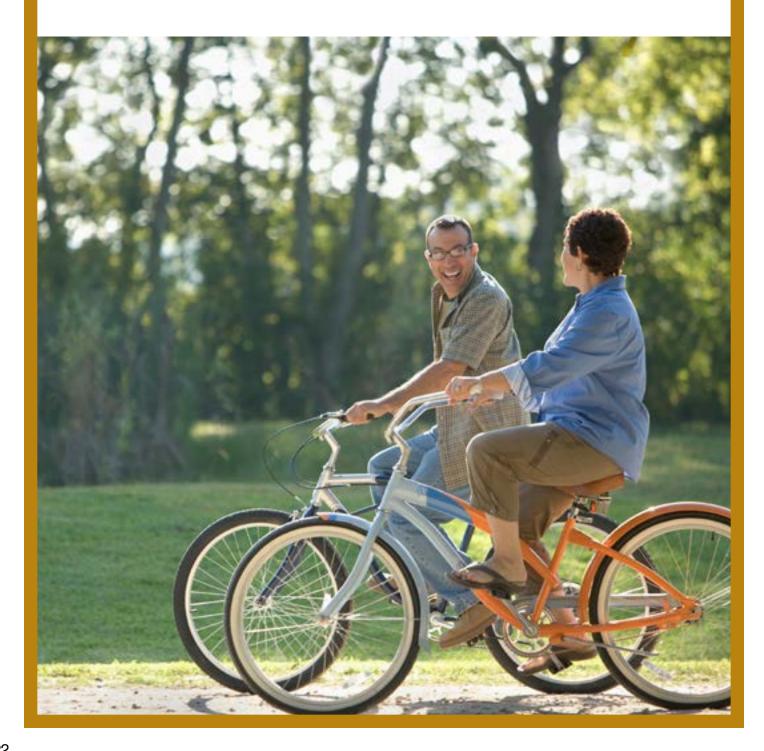
The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.



5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

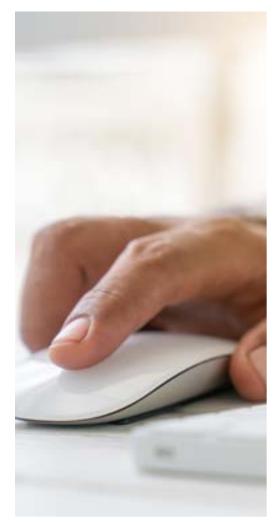
Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Folllowing a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.



This site includes a Public Involvement webpage, www.nctcog.org/trans/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.





Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- Mobility Matters (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.



Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.



Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.

Speaking Opportunities

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

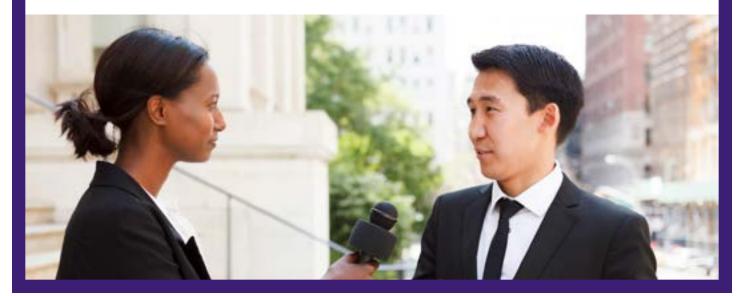
Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to largescale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.



Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

Telephone Town Halls

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments. Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

Community Networks

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.



6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCT-COG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.





Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	 Facebook Number of total page likes Total reach Average engagement rate per post Twitter Number of followers Total number of impressions Total number of engagements Average engagement rate per post YouTube Number of subscribers Number of views Estimated minutes watched 	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	 Public meetings Number of public meetings Number of online public input opportunities Median attendance per meeting and online viewers per meeting and online public input opportunity Accessible locations for individuals with disabilities Regional accessibility of information Notification of how to request language translation or special accommodations Public contacts Number of contacts receiving public meeting notifications Net change in number of contacts for the year Public meeting advertising Ad placements Median reach for each Facebook ad Median engagement for each Facebook ad Community events Number of events attended by staff Number of events distributing NCTCOG Transportation Department information Total estimated attendance for all events Geographic representation in event locations 	Information about policies, programs and projects accessible in multiple formats to all communities throughout the region Greater awareness of policies, programs and projects Timely notification through multiple strategies about opportunities to provide input and engage with staff Increased feedback and public input Planned opportunities for the public to interact directly with staff Increased accessibility of staff to communities and partners Transparency in public involvement efforts and the planning process
Public Comments	Total number of comments received Number of comments from meetings and events Number of comments from email Number of comments from social media Number of comments received via other modes Most common comment topics	Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	 Number of news releases Number of media requests Number of media mentions Media Contacts List Types of news sources Number of news outlets Number of minority news outlets Number of news outlets in each county Number of reporters 	 Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image



Appendix A: Laws and Legislation Relevant to Public Participation

FEDERAL LEGISLATION AND EXECUTIVE ORDERS

Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirments for public participation processes and proecedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.

- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).
- If the final TIP or MTP significantly differs from the draft made available • for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

- a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - 1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - v. Holding any public meetings at convenient and accessible locations and times;
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

- 2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- 3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
 - 1. Recipients of assistance under title 49 U.S.C. Chapter 53;
 - 2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - 3. Recipients of assistance under 23 U.S.C. 201-204.
- c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.

- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

- 4. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
- 5. The frequency with which LEP individuals come in contact with the program.
- 6. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
- 7. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Appendix B: Language Assistance Plan

UPDATED MAY 2022

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement are sought from populations that have been traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households and individuals with limited English proficiency. These groups' needs are considered during planning. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Related civil rights statutes protect persons based on age, sex, disability, and religion. Title VI prohibits discrimination in three forms:

- Disparate treatment, where persons are intentionally treated differently because of their race, color, or national origin.
- Disparate impact, where a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin.
- Retaliation against persons who have claimed discrimination.

The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines limited English proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration, and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare, and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise).

Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016 and 2015-2019 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 0.32 percentage points between 2016 and 2019 but increased by 35,251 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.



Limited English Proficiency Service Area

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey		2015-2019 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398	
Spanish Speak English less than "very well"	694,804	10.78%	707,165	10.30%
Other Indo-European Languages Speak English less than "very well"	37,081	0.58%	42,571	0.62%
Vietnamese Speak English less than "very well"	41,086	0.64%	41,222	0.60%
Other Asian and Pacific Island Languages Speak English less than "very well"	26,677	0.41%	32,745	0.48%
Chinese (incl. Mandarin, Cantonese) Speak English less than "very well"	22,953	0.36%	24,557	0.36%
Other and Unspecified Languages Speak English less than "very well"	15,461	0.24%	19,914	0.29%
Korean Speak English less than "very well"	13,363	0.21%	13,191	0.19%
Arabic Speak English less than "very well"	8,918	0.14%	11,729	0.17%
French, Haitian, or Cajun Speak English less than "very well"	6,130	0.10%	8,279	0.12%
Tagalog (incl. Filipino) Speak English less than "very well"	5,432	0.08%	6,112	0.09%
Russian, Polish, or other Slavic Languages Speak English less than "very well"	5,326	0.08%	5,352	0.08%
German or other West Germanic Languages Speak English less than "very well"	1,889	0.03%	1,534	0.02%
Total LEP Population	879,120	13.64%	914,371	13.32%

Source: 2012-2016 and 2015-2019 American Community Survey 5-Year Estimates, C16001. Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all." In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

In 2019, the LEP population was 914,371, which was 13.32 percent of the region's 6,866,398 residents age five or older. Spanish was the largest language represented among the LEP population, with 10.30 percent of the region's total population age five or older.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
Texas	19,698,535	28%
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	21%

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

National Center for Education Statistics, What PIAAC Measures, https://nces.ed.gov/surveys/piaac/measure.asp

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This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning Area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was updated in 2022. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency, and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 25 indicated they encountered LEP individuals speaking four total languages in a period of three years. Spanish was the most common, followed by rare encounters of Vietnamese, Arabic, and an unspecified language. The most frequent work activities in which staff encountered LEP individuals were phone calls, community outreach events, and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 19 languages are represented in this language assistance directory.

Factor 3: The nature and importance of the program, activity, or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year, and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodations for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as

American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.15 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos, and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications, and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects, and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Environmental justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

All NCTCOG Transportation Department staff members employed as of July 2019 completed in-person training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff—including new employees.

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish. Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings, and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department P.O. Box 5888 616 Six Flags Drive (76011) Arlington, TX 76005-5888 **Phone:** (817) 695-9240 **Fax:** (817) 640-3028 **Email:** transinfo@nctcog.org **Website:** www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Appendix C: Transportation Improvement Program Modification Policy -Policies and Procedures to Streamline Project Delivery

UPDATED MARCH 2013

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP). This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

- 1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
- 2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
- 3. Project modifications will only be made with the consent of the implementing/impacted agency.
- 4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
- 5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular "program," such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future "calls for projects" in those areas.
- 6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
- 7. Cost increases for strategically selected projects fall under the same modification policy provisions.
- 8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
- 9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

- 10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
- 11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
- 12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lanemile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
- 13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
- 14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

- **1. Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
- 2. Changes to TxDOT's Design and Construction Information System (DCIS): The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
- **3. Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
- **4. Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
- 5. Increases in Local Funds: Staff will adjust with concurrence of local agency.

- 6. Changes in RTC Funding Categories: Staff adjustments permitted.
- **7. Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
- 8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
- **9. Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
- **10. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
- **11. Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing Landscaping Preventive maintenance Bridge rehabilitation/replacement Safety/Maintenance Intersection Improvements Intelligent Transportation System Traffic Signal Improvements

- **12. Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
- 13. Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and "Grouped" Projects: Staff will use best practices to advance this category of projects.
- **14. Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
- **15. Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from ".25 miles west of" to "west of," or changing the limits from "point A" to ".5 miles east of point A," or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
- **16. Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact **RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP MM, RTR, Category 2M Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program Transit Section 5307.
- 2. **Potentially Controversial Projects:** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- **3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP: This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- **2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- **3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- **4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares: A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Appendix D: Title VI Complaint Procedures

El Procedimiento de Quejas Titulo VI

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint from and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments Transportation Department Title VI Specialist P.O. Box 5888 Arlington, TX 76005-5888

Or hand delivered to: 616 Six Flags Drive Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state of federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, ordisability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180- day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

RECEIPT OF COMPLAINT

Complaint is received by NCTCOG: Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

Complaint is logged into tracking database: Complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action.

INITIAL REVIEW AND WRITTEN RESPONSE

Initial review: Within 10 days of the receipt of the complaint, NCTCOG's Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

- 1. The complaint will be reviewed for completeness.
- 2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
- 3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response: Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

- 1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.
- 2. If a complaint is complete but the program or activity about which the complaint was made is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.
- 3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG's Title VI Specialist will confer with the Transportation Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGATION OF COMPLAINT

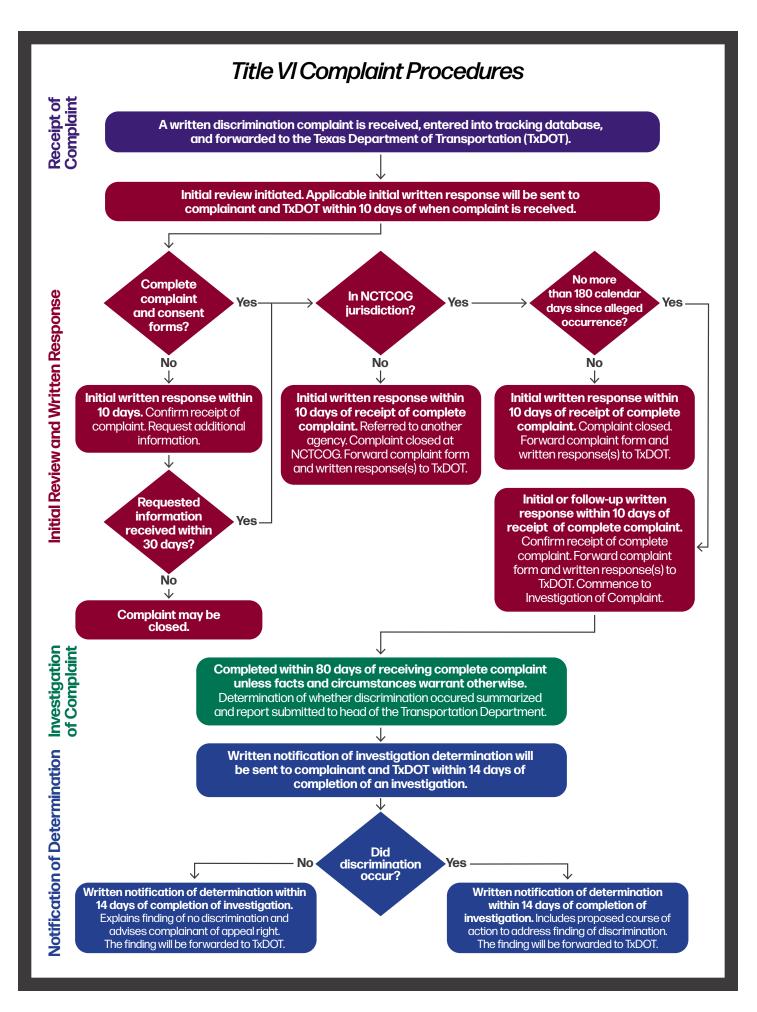
Fact-finding process: The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include, but is not limited to:

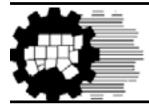
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

Determination of investigation: An investigation must be completed within 80 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

NOTIFICATION OF DETERMINATION

Within 14 days of completion and determination of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator for information purposes.





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments Transportation Department Title VI Specialist, P.O. Box 5888 Arlington, TX 76005-5888

Or in person at:

616 Six Flags Drive Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail <u>titlevi@nctcog.org</u>.

	North Centra Discriminati Please read the info begin.	on C	omplaint F	orm		
First Name		MI	Last Name			
Street Address		City			State	Zip Cod
Telephone Number		e-ma	ail Address			
Who do you believ	e discriminated ag	ainst y	ou?			
First Name		MI	Last Name			
Name of Business/0	Organization		Position/Title			
Street Address		City		State	Zip Code	
Person's Relationsh	ip to You					
When did the alleg Please list all applic	ed act(s) of discrin able dates in mm/do	ninatio l/yyyy fo	n occur? ormat.			
Date(s)						
Is the alleged discri	mination ongoing?	O Yes	O No			
Where did the alleg necessary.)	ged act(s) of discri	minatic	on occur? (Atta	ch additi	onal pages a	IS
Name of Location						
Indicate the basis Race National Origin Age Religion			imination:			

6

Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

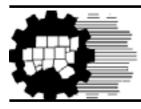
First Name	MI	Last Name		
Name of Business	Posit	ion/Title	Telephone Number	
Street Address	City		State	Zip Code

B This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name

MI Last Name

Street Address

City

State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

El Procedimiento de Quejas Titulo VI

Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus "subreceptores" (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.

Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments Transportation Department Title VI Specialist P.O. Box 5888 Arlington, TX 76005-5888

O en persona a: 616 Six Flags Drive Arlington, TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrir a otras agencias aplicables estatales de agencias federales.

Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del período inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.

Resumen del Proceso de Quejas

Lo siguiente es una descripción de como una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

RECEPCIÓN DE LA QUEJA

El NCTCOG recibe una queja: Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

La queja se registra en una base de datos para realizar su seguimiento: Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió del presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO

Revisión inicial: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

- 1. Se controlará que la queja esté completa.
- 2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
- 3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

Respuesta inicial por escrito: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

- 1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.
- 2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.
- 3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la queja y determine que cumple con los criterios necesarios para constituir una queja completa, el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGACIÓN DE QUEJA

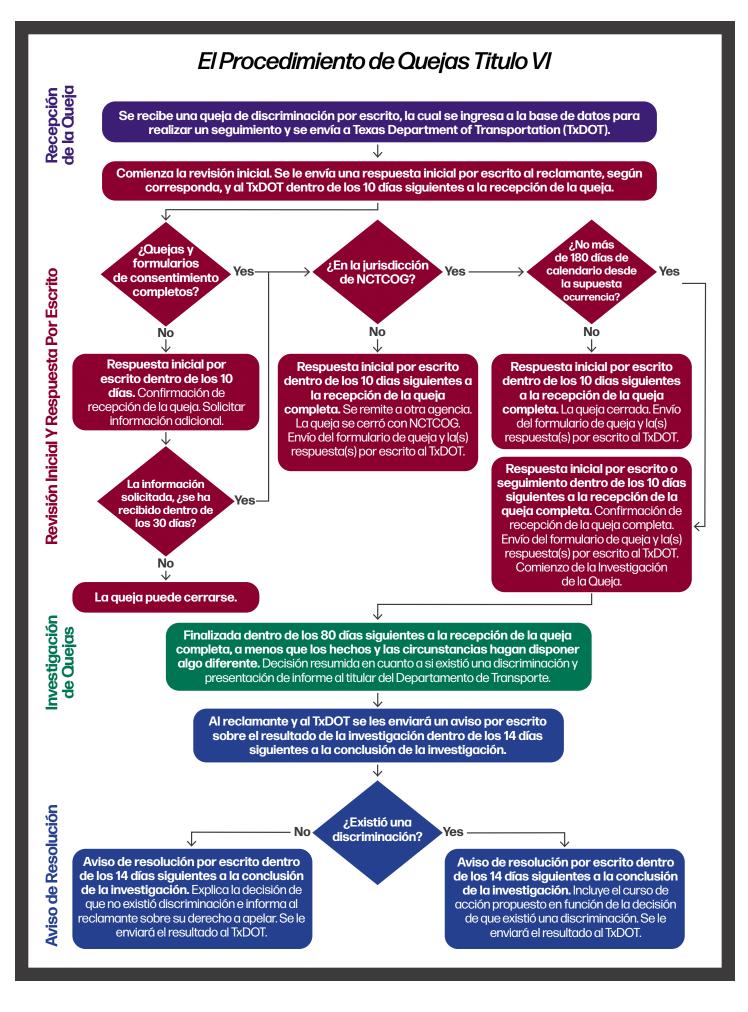
Proceso de investigación: El Especialista en el Título VI consultará con el Director del Departamento de Transporte para determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna toda la información disponible y poder llegar a una conclusión y posterior resolución de la queja basada en la mayor cantidad de información posible. El tipo de técnicas de investigación utilizadas variará en función del carácter y las circunstancias de la presunta discriminación. Una investigación puede incluir, entre otros:

- Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
- Consultas con agencias estatales y federales.
- Entrevistas con reclamante (s).
- Revisión de documentación (por ejemplo: planificación, participación del público y actividades del programa técnico).
- Entrevistas y revisión de documentación con otras agencias involucrados.
- Revisión de métodos de análisis técnico.
- Revisión de información demográfica.

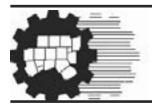
Resolución de la investigación: La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el Director del Departamento de Transporte y/o la persona designada presentará una recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución formales y/o informales en un informe de conclusiones. Los resultados de la investigación se registrarán en la base de datos para realizar el seguimiento de las quejas.

AVISO DE RESOLUCIÓN

Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.



Página 1 de 5



Consejo de Gobiernos del Centro-Norte de Texas Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.).

Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene capacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas Departamento de Transporte Título VI Especialista Apartado postal 5888 Arlington, TX 76005-5888

o entréguelos personalmente en: 616 Six Flags Drive Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a <u>titlevi@nctcog.org</u>.

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Consejo de Gobiernos del Centro-Norte de Texas **Formulario de denuncia por discriminación** Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

	Nombre	Inicial del segu	undo nombre Apellido	
	Dirección	Ciudad	Estado Código postal	
	Número telefónico	Dirección de c	orreo electrónico	
2	2 ¿Quién cree que lo ha discriminado?			
	Nombre	Inicial del segu	undo nombre Apellido	
	Nombre de la empresa/organización	Cargo	/Profesión	
	Dirección	Ciudad	Estado Código postal	
	Relación de la persona con usted			
3	¿Cuándo sucedió el presunto acto d Enumere todas las fechas correspondio	le discriminacion entes en el form	ón? ato mm/dd/aaaa.	
	Fecha(s): ¿Está en curso la presunta discriminac	ión? ○ Sí ○ No		
4	¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)			
	Lugar			
	Indique el fundamento de su queja p	or discriminac	jón.	
5		Color:		
	Origen nacional:	Sexo:		
	Edad:	Disca	pacidad:	
	Religión:			
-				

6 Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte Título VI – Procedimientos de denuncia

Proporcione toda la información adicion	al sobre la presunta discriminación.
---	--------------------------------------

Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.

Nombre	Inicial del segundo nombre	Apellido
Nombre de la empresa	Cargo/Profesión	Número telefónico
Dirección	Ciudad	Estado Código postal

8 Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

Firma

Fecha

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte Título VI – Procedimientos de denuncia

Estado Código postal



Dirección

Consejo de Gobiernos del Centro-Norte de Texas Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre	Inicial del segundo nombre	Apellido	

Ciudad

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.

NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma

Fecha

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte Título VI – Procedimientos de denuncia

Appendix E: Regional Transportation Council Rules for Public Comment

Regional Transportation Council Normas para el Comentario Público

Regional Transportation Council Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

- 1. Speaker's name;
- 2. City of residence;
- 3. Zip code;
- 4. Agenda item(s) on which the speaker plans to speak;
- 5. Indication of whether speaking on/for/against agenda item(s); and
- 6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

Regional Transportation Council Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben de abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

- 1. Nombre del orador;
- 2. Ciudad de residencia;
- 3. Código postal;
- 4. Tema(s) de la agenda sobre el cual el orador planea hablar;
- 5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
- 6. Toda otra información solicitada por el personal de RTC.

Ejecución

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

2025 Update



North Central Texas Council of Governments



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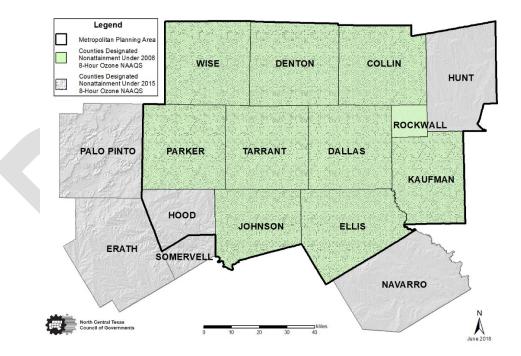
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1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 8 million people live in the region today, and that is expected to increase to over 12 million by 2050. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, micro transit, bus, bicycle and pedestrian facilities, innovative and automated forms of transportation, etc.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals, families and communities and discusses the principles, goals and strategies it employs to broadly engage the many different audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, family, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). The map on page 3 outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Balanced Engagement

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the many individuals, families and communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase meaningful participation of North Texans in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. It is the responsibility of all staff to consider the needs of all North Texas communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have meaningful access to information and opportunities to give input. Furthermore, demographic data is analyzed to maximize the efficiency and effectiveness of public engagement efforts by selecting appropriate locations for public meetings and outreach events as well as to identify opportunities to better target outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of department activities, language assistance provided and communication to LEP persons about the availability of assistance.

Title VI states that no person is excluded from participation in, denied the benefit of or subjected to discrimination under any program or activity receiving federal financial assistance on basis of race, color, national origin, age, sex, disability or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved. This document may be accessed at <u>www.nctcog.org/titlevi</u>.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all the region's communities in the planning process. NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve North Texans. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number of people reached through the planning process include, but are not limited to:

- **Media Outreach**: Regularly research newspapers, online publications and blogs serving many groups in North Texas and update the media contact database as needed
- **Paid Education** Continue to promote public input opportunities in a variety of publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- Language Translation: Advertise public input opportunities in multiple language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including chambers of commerce throughout the region
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Collaboration with Audiences and Stakeholders

Collaboration with the region's many audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, families, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals and families exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals and families is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

Audiences Required for General Public Participation and Outreach

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Low-income households
- Minority households
- Other interested parties

Audiences Required for Metropolitan Transportation Plan and TIP Outreach

- Agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation
 - o State and local planned growth
 - Economic development
 - o Tourism
 - Natural disaster risk reduction
 - Environmental protection
 - o Airport operations
 - Freight movements
- Indian Tribal governments
- Federal land management agencies when the MPA includes Federal public lands

Audiences Required for Metropolitan Transportation Plan Outreach

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

Audiences Required for Congestion Management Plan Outreach (if developed in the future)

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

Audiences Required for Housing Coordination Plan Outreach (if developed in the future)

- State and local entities responsible for land use
- State and local entities responsible for economic development
- State and local entities responsible for housing
- State and local entities responsible for management of road networks
- State and local entities responsible for public transportation
- Appropriate public or private entities

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination in planning for transportation and air quality issues in the region. The RTC is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the MPA. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice regarding the surface transportation system to the RTC. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit <u>www.nctcog.org/trans/about/committees</u> to learn more about the committees, their members, past and upcoming meetings and other information.

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage North Texans in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are balanced effective, transparent and meet its desired outcomes for the public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals and families in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information, resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, community groups, businesses, nonprofits, stakeholders and interested residents who have a stake in these outcomes have

opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline. This includes any comments received on NCTCOG Transportation Department social media platforms.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will

be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at <u>www.nctcog.org/input</u>, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to <u>www.nctcog.org/input</u> for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging North Texans in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	 Information sent to public involvement contact list NCTCOG publication article Social media

	online at <u>www.nctcog.org/input</u> Whenever possible, a livestream will be provided as well.		 Newspaper ad, including minority publications News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at <u>www.nctcog.org/input</u> .	45 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Modifications	A summary of RTC- approved modifications will be accessible from	Not applicable	 Information available at <u>www.nctcog.org/upwp</u>

www.nctcog.org/input for informational purposes.

 Availability of information included on a public input opportunity notice

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage North Texans in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at <u>www.nctcog.org/input</u> and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously included projects and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Metropolitan Transportation Plan	Summary of modifications accessible from <u>www.nctcog.org/input</u>	Not applicable	 Availability of information included on next notice for a

administrative	for informational purposes.	public input
revisions		opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Administrative Amendments	Summary of modifications accessible from <u>www.nctcog.org/input</u> for informational purposes.	Not applicable	 Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and	None	Not applicable	Not applicable

modifications		
supporting previous		
RTC action		

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all the region's planned transportation projects is within limits established by the Texas Commission on Environmental Quality in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> .	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications

	Whenever possible, a livestream will be provided as well.		 News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <u>www.nctcog.org/input</u> .	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity approval by federal partners	None, final approval available at <u>www.nctcog.org/conformity</u>	Not applicable	 News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for the Transit Strategic Partnership Program. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Funding recommendations	One public meeting shall be held at least 30 days	30 days	 Information sent to public involvement contact list

for other Federal	prior to requesting RTC	- NCTCOC publication
		 NCTCOG publication
Transit	approval. At a mimimum,	article
Administration	the meeting will be	 Social media
formula programs,	recorded and posted	 Newspaper ad, including
e.g., Bus and Bus	online at	minority publications
Facilities, Enhanced	www.nctcog.org/input.	News release
Mobility of Seniors	Whenever possible, a	
and Individuals with	livestream will be	
Disabilities and	provided as well.	
State of Good		
Repair		

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at <u>www.nctcog.org/annual</u>.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at <u>www.nctcog.org/annual</u> .	Not applicable	 Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate and manage the travel-demand system. These strategies complement costly infrastructure improvements. This plan is required for metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a mimimum, the meeting	30 days	 Information sent to public involvement contact list NCTCOG publication article Social media

will be recorded and posted online at <u>www.nctcog.org/input</u> . Whenever possible, a livestream will be provided as well.	 Newspaper ad, including minority publications News release
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Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies:

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains <u>www.nctcog.org/trans</u>, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review, it will be available at <u>www.nctcog.org/input</u>. This webpage provides the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Instagram, Nextdoor, LinkedIn, YouTube and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

Video is one of several visualization techniques and is used to increase the understanding of complex transportation plans, policies and programs. Video recordings of public meetings, including livestreams, are posted online at www.nctcog.org/input. Regional Transportation Council meetings are available online at www.nctcog.org/video.

Additionally, short, informational videos are posted at <u>www.youtube.com/NCTCOGtrans</u> and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at <u>www.nctcog.org/input</u>.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area
- Educational pieces, such as topic-specific Fact Sheets
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- Mobility Matters (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Reports
- Unified Planning Work Program

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, special public involvement projects, public meetings, open houses, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of or significant changes to plans, programs and policies as well as more project-or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also ensure a meaningful public involvement process.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the area directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of 72 hours advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the <u>Texas Register</u>

website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled to request assistance in sharing information via email, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year, such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments, individuals and families.

Subscribers receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website, returned mail and requests for additions and deletions from various other sources.

Paid Education

Paid education is used to announce public meetings, opportunities for public review and comment and other initiatives. The Infrastructure Investment and Jobs Act (IIJA) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid education complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Speaking Opportunities

Staff often speak to organizations and groups, such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and actively involve them in the planning process. To schedule a speaker or for more information, visit <u>www.nctcog.org/speakers</u> or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 250 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color aid in visualizing ideas, concepts, plans, projects and programs. These elements are integrated in presentations, publications, website and social media content.

Surveys and Polling Technology

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment towards certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue or may be related to large-scale planning endeavors.

Polling technology is another tool used to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond online, via a phone application or with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to better engage stakeholders in the transportation planning process.

Online Public Engagement Platform

A comprehensive online public engagement platform is utilized to host hybrid meetings. These input opportunities are announced through NCTCOG Transportation Department communications, and interested individuals can attend in person, participate via phone or watch online and provide input in real time. An audio recording is also posted online and shared with members of the public who are not able to participate. The platform offers a wide array of engagement formats, making it flexible and useful for various public outreach needs.

Community Networks

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

In the coming years, NCTCOG is planning to engage local community-based organizations (CBOs) to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to meaningful engagement and ensuring a comprehensive public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for projectspecific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes		
NCTCOG Transportation Department Website	 Total number of visits Average time spent on significant webpages 	 Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic 		
Social Media and Video	 Facebook Total reach Average engagement rate per post YouTube Number of subscribers Number of views LinkedIn Total reach Average engagement rate per post Next Door Number of impressions Number of likes and shares 	 Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities 		
Print and Digital Publications	 Number of print copies of each publication distributed Number of unique views for each digital publication 	 Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities 		

Outreach Strategy Performance Metrics and Reporting

Desired Outcomes

Public Meetings and Community Events	 Public Meetings Number of public input opportunities (online and hybrid) Total number of participants per hybrid meeting and/or online public input opportunity Accessible locations for individuals with disabilities Notification of how to request language interpretation or special accommodations Number of contacts receiving public meeting notifications Public Meeting Advertising Average reach for each Facebook ad Average engagement for each Facebook ad Community Events Number of events distributing NCTCOG Transportation Department information Geographic representation in event locations 	 Information about policies, programs and projects accessible in multiple formats to all communities throughout the region Greater awareness of policies, programs and projects Timely notification through multiple strategies about opportunities to provide input and engage with staff Increased feedback and public input Planned opportunities for the public to interact directly with staff Increased accessibility of staff to communities and partners Transparency in public involvement efforts and the planning process
Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	 Total number of comments received Most common comment topics 	 Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns
Speaking Opportunities	 Number of presentation requests Number of presentations given 	 Increased awareness of the planning process and specific plans, programs and projects

		 Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Media Relations	 Number of media releases issued Number of media requests Number of media mentions 	 Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image

Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

The Infrastructure Investment and Jobs Act (IIJA)

The IIJA, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirments for public participation processes and proecedures. In general, IIJA legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act). While the FAST Act added a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process, IIJA added language encouraging the use of technology and web-based tools for public participation in developing a long-range transportation plan.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be be sent to
 newspapers to ensure regional coverage. Translated notices will also be sent to non-English
 newspapers. Notification is also sent to local libraries, city halls, county court houses,
 chambers of commerce and representatives of tribal governments. NCTCOG will maintain a
 comprehensive contact list of individuals and organizations that wish to be notified of all
 public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Hybrid public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public input opportunities will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP

and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- Holding any public meetings at convenient and accessible locations and times;
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
 - (1) Recipients of assistance under title 49 U.S.C. Chapter 53;

- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
- (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Public Participation Plan

Appendix B: Language Assistance Plan (Updated 2025)

NCTCOG values public involvement and feedback and encourages participation by all communities. To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify limited English proficiency (LEP) persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

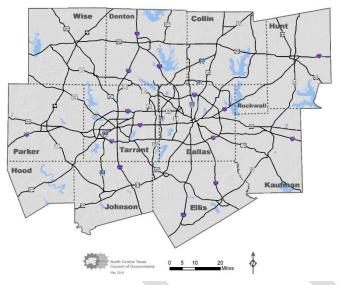
Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).



Limited English Proficiency Service Area

Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016, 2015-2019, and 2019-2023 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 1.78 percentage points between 2016 and 2023 and by 5,621 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

In 2023, the LEP population was 873,499, which was 11.86 percent of the region's 7,365,458 residents age five or older. Spanish was the largest language represented among the LEP population, with 8.81 percent of the region's total population age five or older.

	2012-2016 American		2015-2019 American		2019-2023 American	
	Community Survey		Community Survey		Community Survey	
	Region	Percentage	Region	Percentage	Region	Percentage
	Aggregate	of Total	Aggregate	of Total	Aggregate	of Total
	(Population	Population	(Population	Population	(Population	Population
	Age 5 and	Age 5 and	Age 5 and	Age 5 and	Age 5 and	Age 5 and
	Older)	Older	Older)	Older	Older)	Older
Total Population Age 5 Years and Older	6,446,768		6,866,398		7,365,458	
Spanish: Speak English less than "very well"	694,804	10.78%	707,165	10.30%	648,735	8.81%

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Other Indo- European Languages: Speak English less than "very well"	37,081	0.58%	42,571	0.62%	46,814	0.64%
Vietnamese: Speak English less than "very well"	41,086	0.64%	41,222	0.60%	43,768	0.59%
Other Asian and Pacific Island Languages: Speak English less than "very well"	26,677	0.41%	32,745	0.48%	36,713	0.50%
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	22,953	0.36%	24,557	0.36%	25,709	0.35%
Other and Unspecified Languages: Speak English less than "very well"	15,461	0.24%	19,914	0.29%	22,804	0.31%
Korean: Speak English less than "very well"	13,363	0.21%	13,191	0.19%	14,622	0.20%
Arabic: Speak English less than "very well"	8,918	0.14%	11,729	0.17%	13,095	0.18%
French, Haitian, or Cajun: Speak English less than "very well"	6,130	0.10%	8,279	0.12%	8,208	0.11%
Tagalog (incl. Filipino): Speak English less than "very well"	5,432	0.08%	6,112	0.09%	6,124	0.08%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Russian, Polish, or other Slavic Languages: Speak English less than "very well"	5,326	0.08%	5,352	0.08%	5,804	0.08%
German or other West Germanic Languages: Speak English less than "very well"	1,889	0.03%	1,534	0.02%	1,103	0.01%
Total LEP Population	879,120	13.64%	914,371	13.32%	873,499	11.86%

Source: 2012-2016, 2015-2019, and 2019-2023 American Community Survey 5-Year Estimates, C16001

Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all."

In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Population Size Age Percent Below Level Location 16-74* 1 Literacy Texas 19,698,535 28% Collin County 664,152 12% Dallas County 1,839,032 33% Denton County 578,297 14% 117,488 23% Ellis County Hood County 39.207 16% Hunt County 65,414 24% Johnson County 114.766 22% Kaufman County 81,450 22% Parker County 91.526 15% **Rockwall County** 64,473 14% Tarrant County 1,426,715 24% Wise County 45,891 22%

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning Area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website and program implementation activities.

In order to better inform NCTCOG outreach strategies to LEP individuals, a staff survey of LEP encounters was updated in 2025. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency and what type of work activity they were conducting. Of the

¹ National Center for Education Statistics, What PIAAC Measures, https://nces.ed.gov/surveys/piaac/measure.asp

approximately 200 department staff members who received the survey, 34 indicated they encountered LEP individuals speaking six total languages in a period of three years. Spanish was the most common, followed by rare encounters with Vietnamese, Chinese, Arabic, Korean and other Indo-European languages. The most frequent work activities in which staff encountered LEP individuals were community outreach events, phone calls and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 18 languages are represented in this language assistance directory.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodation for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person. NCTCOG staff regularly work with community stakeholders to determine translation needs in advance of formal public input opportunities.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.18 per word, although the rate varies by language. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and

others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and improve communication.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Communities are mapped whenever possible to provide plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 72 hours advanced notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

The NCTCOG Transportation Department hosts quarterly committee meetings to provide inperson training on the requirements and techniques for providing meaningful access to services for LEP persons. The committee comprises members of every department program area, and these employees serve as liaisons to their teams, ensuring that LEP persons are considered at every stage of the planning process. Training materials and resources continue to be available for review by all staff, including new employees.

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department P.O. Box 5888 616 Six Flags Drive (76011) Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028 Email: <u>transinfo@nctcog.org</u> Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

NCTCOG Transportation Public Participation Plan – 2025 Update

Public Participation Plan

Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

<u>Project Changes Not Requiring TIP Modification</u>: Changes related to administration or interpretation of Regional Transportation Council Policy

<u>Administrative Amendment Policy</u>: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

<u>Revision Policy</u>: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

- 1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
- 2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
- 3. Project modifications will only be made with the consent of the implementing/impacted agency.

- 4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
- 5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular "program," such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future "calls for projects" in those areas.
- 6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
- 7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
- 8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
- 9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
- 10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
- 11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
- 12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
- 13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering <u>complete</u> project modification requests into the online TIP modification system <u>on time</u>. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

- 1. Changes that do not impact the overall purpose of a project: Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
- 2. Changes to TxDOT's Design and Construction Information System (DCIS): The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
- 3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
- 4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
- 5. Increases in Local Funds: Staff will adjust with concurrence of local agency.
- 6. Changes in RTC Funding Categories: Staff adjustments permitted.
- 7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
- 8. Cost/Funding Decreases: Staff will update the information system with cost decreases.
- 9. Funding Year Changes: Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
- 10. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
- 11. Addition of Noncapacity, Conformity-Exempt Projects: Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing Landscaping Preventive maintenance Bridge rehabilitation/replacement Safety/Maintenance Intersection Improvements Intelligent Transportation System Traffic Signal Improvements

- 12. Changes to Implementing Agency: Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
- 13. Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and "Grouped" Projects: Staff will use best practices to advance this category of projects.
- 14. Addition and Adjustment of Phases: Includes engineering, right-of-way, construction, etc.
- 15. Administrative Scope Changes: Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from ".25 miles west of" to "west of," or changing the limits from "point A" to ".5 miles east of point A," or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
- 16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs: RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.

3. Change in funding share due to adding funding from one program to another: For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP: This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- **2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- **3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- **4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares: A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan

Appendix D: Regional Transportation Council Rules for Public Comments

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

- 1. Speaker's name;
- 2. City of residence;
- 3. Zip code;
- 4. Agenda item(s) on which the speaker plans to speak;
- 5. Indication of whether speaking on/for/against agenda item(s); and
- 6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove audience member.

REGIONAL TRANSPORTATION COUNCIL Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben de abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC

se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

- 1. Nombre del orador;
- 2. Ciudad de residencia;
- 3. Código postal;
- 4. Tema(s) de la agenda sobre el cual el orador planea hablar;
- 5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
- 6. Toda otra información solicitada por el personal de RTC.

<u>Ejecución</u>

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.



NCTCOG TRANSPORTATION DEPARTMENT 2025 Public Participation Plan Update

CARLI BAYLOR SURFACE TRANSPORTATION TECHNICAL COMMITTEE 6.27.25



The Public Participation Plan (PPP) is a federal requirement, guides our department's public involvement efforts and outlines the MPO's responsibility to inform and involve individuals and communities.

PPP covers federal responsibilities, procedures, strategies and evaluation. A copy is posted on the Transportation Department's **Get Involved** webpage.



Guiding Principles

Consistent & Comprehensive Communication

Commitment to Balanced Engagement

Consultation with Committees

Collaboration with Audiences & Stakeholders





Public Participation Plan Goals

Goal 1: Inform and Educate

Goal 2: Engage Comprehensive Audiences and encourage continued participation

Goal 3: Evaluate public participation strategies and efforts



Engagement With People

- Virtual and In-Person Public Meetings
- Online Input Opportunities
- Outreach Events
- Speaking Engagements
- Community Networks
- Media Relations

- Print and Digital Publications
- Website
- Social Media
- Surveys and Polling
- Visualizations and Shareable Content
- Translation and Interpretation Services



Legislation Related to Public Participation

Infrastructure Investment and Jobs Act (IIJA)

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)



Proposed Revisions

Update the PPP to reflect new planning regulations and federal policies.

Reaffirm public involvement process for the Unified Planning Work Program (UPWP). Public meeting will no longer be required for UPWP modifications. UPWP will instead be posted online.

Reaffirm cataloging of public comments in two documents:

- Public input opportunity minutes
- Public comments reports



Proposed Revisions

Update references to keypad polling and virtual public engagement to ensure public involvement processes and procedures up to date and reflect technology advances:

- Incorporate use of phone applications for polling
- Incorporate usage of online public engagement platform

Review performance measures to ensure they are relevant and manageable to track and report.

Create new layout and design of PPP document to reflect department branding efforts.



Schedule

June 27, 2025 July 10, 2025 July 14, 2025 July 14, 2025 August 22, 2025 Sept. 11, 2025 STTC Information RTC Information Public Meetings Public Comment Period Begins STTC Action RTC Action



CONTACT US

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Amanda Wilson Senior Program Manager awilson@nctcog.org 817-695-9284



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING PROCESS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE JUNE 27, 2025

ELECTRONIC ITEM 8

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming

- 2. Signal Equipment
- 3. Signal Software
- 4. Roadway Capacity Improvement



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

- Develop and maintain a Traffic Signal Maintenance Standard Operating Procedures and Replacement Strategy (all 22 elements). City Develop or NCTCOG Support
- 3. Monitor traffic signal performance through INRIX platform.
- 4. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
- 5. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.

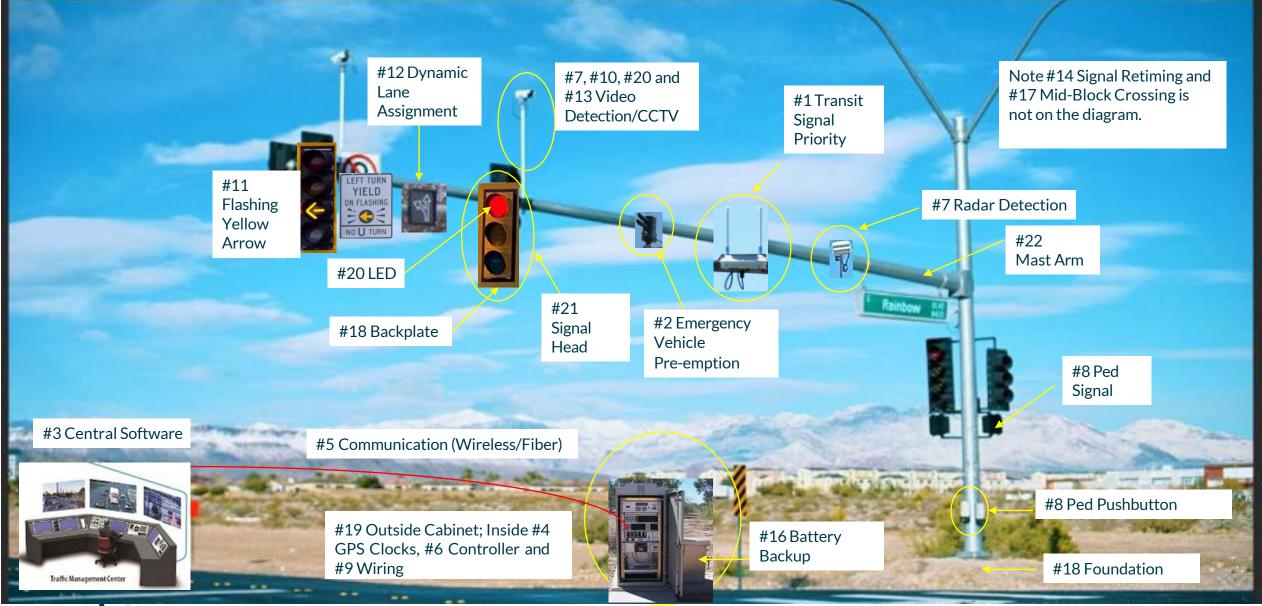


EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

- 1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
- 2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, coordination issues.
- 3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



TRAFFIC SIGNAL COMPONENTS





STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.



STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour AM peak PM peak Weekend

A <= 10 seconds B > 10 - 20 seconds C > 20 - 35 seconds D > 35 - 55 seconds E > 55 - 80 seconds F > 80 seconds





STEP 3: CATEGORIZING IMPROVEMENTS

Types of Improvements	Cost Sharing (Federal / Match)
Transit Signal Priority / Transit Signal 2.0	80/20
Emergency Vehicle Pre-emption	80/20
Central Software	80/20
GPS Clocks	80/20
Communication (fiber or wireless)	80/20
Controllers	80/20
Vehicle Detection (No Loops)	80/20
Bike / Ped Equipment / Low and High-End Volume Warrant	80/20
Wiring	80/20
Freight Signal Optimization	80/20
Flashing Yellow Arrows	80/20

STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

Types of Improvements	Cost Sharing (Federal / Match)
Dynamic / Reversible Lane Assignments	80/20
CCTV / Camera for Operations (Non-Scheduled Events)	80/20
Signal Retiming / Safety / High Volumes	80/20
Battery Back-Up	80/20
New Signals (Warrants 4,5,6,7,and 9)	80/20
Mid-Block Crossing	0/100
Backplate	0/100
Cabinets / Foundations	0/100
LEDs	0/100
Signal Head Replacement	0/100
Span Wire to Mast Arm / Poles	0/100



Action	Meeting	Date
Information – Traffic Signal Program	STTC	June 27, 2025
Information – Traffic Signal Program	RTC	July 10, 2025
Action – Traffic Signal Program	STTC	August 22, 2025
Action – Traffic Signal Program	RTC	September 11, 2025



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NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update

Emily Beckham, CGMS | Surface Transportation Technical Committee June 27, 2025

DBE Program Guidance and Thresholds

Requirement: <u>49 Code of Federal Regulations Part 26</u> (as of June 16, 2025)

Who is required to have a DBE Program: Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the requirements:

Updated DBE goal every three years (new goal due August 1, 2025) Current Goal of 17% active through September 30, 2025, covered FY 2023-2025 Publication of DBE Goal as Part of RFPs

Certification of DBE Eligibility (Texas Unified Certification Program, NCTCOG does not make DBE Certifications)



Context of DBE Goal Update MID-AMERICA MILLING COMPANY VS. USDOT (Case No. 3:23-cv-00072-GFVT)

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court

Defendants (USDOT) have stipulated the DBE Program's use of race- and sex-based presumptions are unconstitutional.

USDOT re-evaluated prior position based on Supreme Courts decision in Students for Fair Admissions, Inc. v. President & Fellows of Harvard College

Joint Consent Order if signed would end DBE contract goals based on race and sex presumptions.



Context of DBE Goal Update MID-AMERICA MILLING COMPANY VS. USDOT (Case No. 3:23-cv-00072-GFVT)

Various Minority Contracting Associations have been granted authority to Intervene and are opposing the Entry of the Joint Consent Order.

Appeal of Consent Order, whether entered or not, is expected.

Staff is monitoring this case for implications.

As of June 16, 2025, DBE rules and requirements are still in place.



Process to Update DBE Goal

- Project Potential Contract Awards (FY 26-28)
- ✓ DBE Goal Development
- Initiate Public Input/Stakeholder Involvement
- Publish Goal for Public Comment/Review
- **Committee Review/Consideration**

Implement New DBE Goal – October 1, 2025





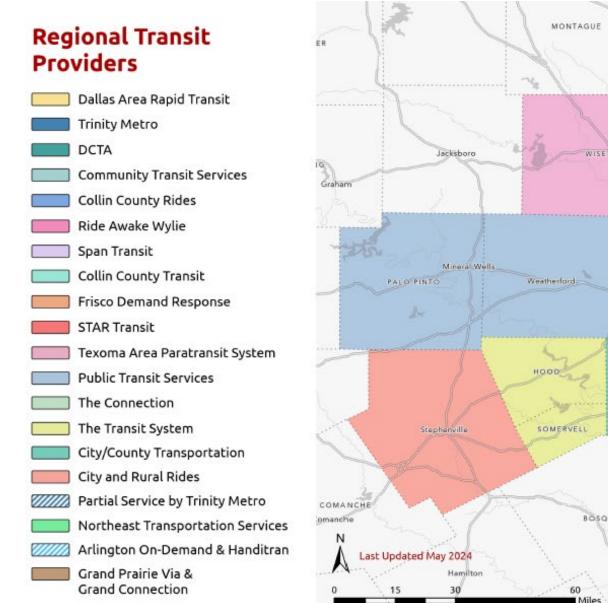
Development of DBE Goal

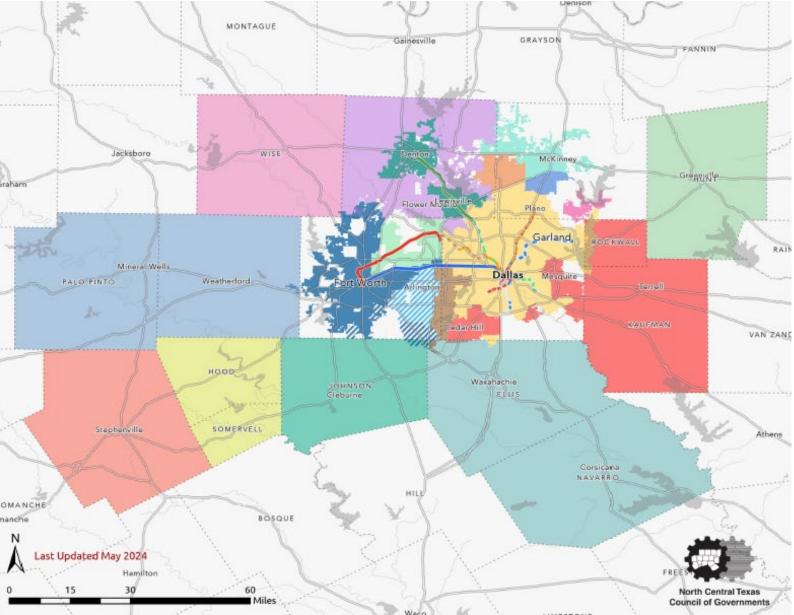
Step 1: Step 2: **Determine Relative Consideration of Other** Availability of Ready, **DBE Data** Willing & Able DBE Firms • Determined by Historical DBE expenditures Market Area • Dallas-Fort Worth Completed disparity studies MSA (NCTCOG) ○ Individual Market • DBE goals from other, similar Areas for Transit agencies in the **Subrecipients Dallas-Fort Worth** (County) market area Includes weighting by Contract **Opportunities for** FY2026-2028 • NCTCOG & Transit **Subrecipients** • Divided by Funding





Source







Potential Awards NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) Other	Potential Awards (in \$1,000s) TOTAL
Construction	\$1,621	\$ 0	\$957	\$2,578
Marketing, Advertising, and Public Relations	\$126	\$390	\$O	\$516
Office Supplies & Equipment (Rental & Purchase)	\$758	\$0	\$0	\$758
Operational Administrative, Communications, Support Services	\$8,101	\$0	\$460	\$8,561
Planning/Engineering	\$975	\$4,618	\$595	\$6,188
Software and Ancillary Information Technology Professional Services	\$990	\$2,050	\$150	\$3,190
Transportation Equipment	\$1,225	\$19,592	\$2,000	\$22,817
Vehicle Maintenance and Operations Support	\$7,093	\$0	\$0	\$7,093
TOTAL	\$20,889	\$26,650	\$4,162	\$51,701



Preliminary DBE Availability Analysis NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$2,578	3,947	1,2692	31.1%
Marketing, Advertising, and Public Relations	\$516	351	1,503	23.4%
Office Supplies & Equipment (Rental & Purchase)	\$758	13	870	1.5%
Operational Administrative, Communications, Support Services	\$8,561	973	13,968	7.0%
Planning/Engineering	\$6,188	1,520	4,920	30.9%
Software and Ancillary Information Technology Professional Services	\$3,190	472	5,235	9.0%
Transportation Equipment	\$22,817	103	4,910	2.1%
Vehicle Maintenance and Operations Support	\$7,093	74	2,416	3.1%
TOTAL	\$51,701	7,453	46,514	16%
Total Weighted Summary				8.6%
DBE Program – Fiscal Year 2026-2028 Goal Update				0



Summary of Major Changes

Overall DBE Goal Decreases: 17.0% to 8.6%

Increase in expected procurements in categories with lower DBE availability: Transportation Equipment: \$22.8m at 2.1% DBE availability Vehicle Maintenance & Operations Support: \$7.1m at 3.1% DBE availability

Decrease in expected procurements with higher DBE availability: Construction: \$2.5m at 31.1% DBE availability Planning/Engineering: \$6.2m at 30.9% DBE availability

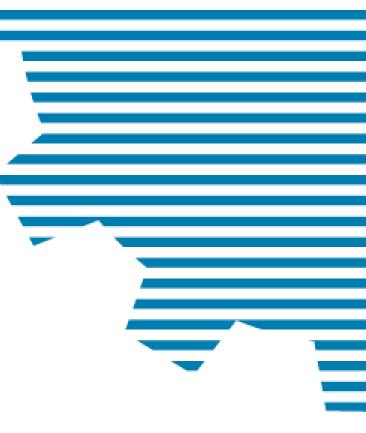


Next Steps for DBE Goal Update

Complete Step 2: Consideration of Other DBE Data DBE Goals from other, similar Agencies Historical DBE Data Completed Disparity Studies

Consideration from Stakeholders/Public Comment

Consideration from Committees (STTC/RTC/Executive Board)





Schedule

TASK	DATE	STATUS
Consultation Meeting with DBE Stakeholders	June 20	\checkmark
STTC Meeting: Information Item on Proposed Goal	June 27	\checkmark
RTC Meeting: Information Item on Proposed Goal	July 10	
Public Meeting on DBE Goal Update Process	July 14	
& Opening of Public Comment Period		
Procurement/DBE Networking Open House	July 22	
Executive Board Meeting: Information on Proposed Goal	July 24	
STTC Action: Approval of DBE Goal	July 25	
Submit Draft Electronically to FTA	August 1	
End of Public Comment Period	August 14	
RTC: Action Item on DBE Goal	August 14	
Executive Board: Action Item on DBE Goal	August 21	
Submit Final Approved DBE Goal to FTA	August 22	
DBE Program Update and Goal Effective	October 1	



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TSI Overview and Study Goals

The integrating **Transportation and Stormwater Infrastructure** study is a \$10 million effort by NCTCOG, US Army Corps of Engineers, regional water districts, and state universities to:

1. **Proactively plan to** integrate transportation and stormwater infrastructure and environmental features

2. **Reduce flooding within and downstream** from rapidly growing communities, including increasing the resiliency of infrastructure

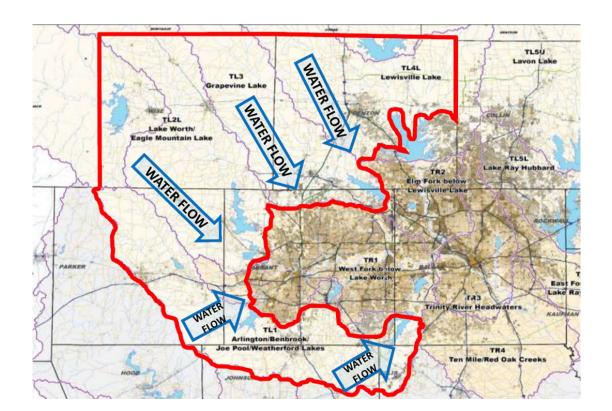
3. Develop tools and policy recommendations to **empower communities** to adopt higher floodplain management standards

4. **Implement local-scale innovation** in hydrologic and hydraulic modeling and emergency management modeling

5. Produce **planning-level design for transportation infrastructure and stormwater detention**









Funded by the Texas General Land Office, Community Development Block Grant, Disaster Recovery Program.



Also Funded by the Texas Water Development Board and Texas Department of Transportation.

TSI County Government Workshop

- Thursday, July 31, 1 p.m. 4 p.m.
- Attend in person or virtually via Microsoft Teams
 - Transportation Council Room, 616 Six Flags Drive, Arlington
 - Register at https://www.addevent.com/event/ti25792354

Discuss transportation, stormwater, and floodplain regulations that counties may implement and enforce.

These regulations can be used to support upcoming recommendations from the integrating Transportation and Stormwater Infrastructure study. Learn more at <u>www.nctcog.org/tsi</u>.



Regional Transportation Tabletop Exercise for World Cup 2026

Selected Participants

- Transit Authorities
 - Dallas Area Rapid Transit (DART)
 - Trinity Metro
- TRE Local Jurisdictions
 - Dallas
 - Irving
 - Arlington
 - Richland Hills
 - Hurst
- Regional Agencies
 - Dallas-Fort Worth International Airport
 - North Central Texas Council of Governments
 - National Weather Service
 - North Texas Tollway Authority

Exercise Date: Tuesday, July 29 at 8:00 am

For more information:

Gypsy Gavia, Program Manager ggavia@nctcog.org 817-695-9134

Natalie Better, Senior Program Manager <u>nbettger@nctcog.org</u> 817-695-9280







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

Surface Transportation Technical Committee

June 27, 2025

North Central Texas Council of Governments

Arlington Multi-Modal Delivery Demonstration

Benefits:

- Demonstrate sustainable, efficient, low-emission delivery of goods using aerial and ground robots
- Improve access to critical goods for mobility challenged residents
- Harness lessons learned to create a replication blueprint
- Assessment of energy and emission impact of robot delivery relative to conventional fuel vehicle deliveries

Impacts:

- **Delivery 1:** 139 packages delivered September 9-13, 2024
 - 1 Aerial Loop aerial robot and Clevon ground robot
- Delivery 2: 161 delivered May 12-16, 2025
 - 2 Aerial Loop aerial robots and Mozee ground robot

Community:

• Zip code 76010; Primarily clients of the Tarrant Area Food Bank and repeat participants from Demonstration 1

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





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Ernest Huffman Program Manager <u>ehuffman@nctcog.org</u>





ELECTRONIC ITEM 12.4

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

JUNE | **2025**

Keep Safety in Focus on Summer Road Trips

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

Whether you're traveling around Texas or to another state this summer, a road trip is a great way to explore new places and create memories. To help keep your trip on target, be sure to do a little prep work first so your vehicle is in tip-top trip shape.

DO A FULL VEHICLE WALKAROUND

Much like we do a 360° walk around on our TxDOT vehicles, check your personal one too! That means exterior parts like TIRES, LIGHTS and WIPERS to under the hood too for FLUID LEVELS, BELTS and HOSES and the BATTERY.

SOURCE: TXDOT



SOURCE: TXDOT



Drowsy driving is dangerous driving. Plan ahead to STOP FOR BREAKS and SWITCH DRIVERS as needed.

Are you prepared for an emergency? Make sure the **SPARE TIRE** and **JACK** are

good to go, along with items like a

and PHONE CHARGERS.

that litter off our roads!

FIRST AID KIT, WATER and SNACKS,

Do your part to keep Texas beautiful by bringing along a **BAG** for trash. Keep

TxDOT graphic

TxDOT graphic

1342 060125



#	CSJ No.	Н₩Ү	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	0008-08-080	SH 180	Bagdad Rd. to MacArthur Blvd.	Traffic signal improvements	WG Engineering & Construction, LLC	\$2.36 N
2	0092-13-031	BI 45F	At Post Oak Creek	Bridge replacement	PMCO Construction, LLC	\$3.85 M
3	0581-01-182	SL 12	South of John West to Tillman St.	Install traffic signal	Select Maintenance, LLC	\$3.10 M
4	0918-47-234	S Beltline Rd.	Belt Line Rd. at Goff Branch	Bridge replacement	Highway 19 Construction, LLC	\$8.17 M
5	1014-01-013	FM 547	FM 6 to US 380	Rehabilitate existing roadway	A.K. Gills & Sons, LLC	\$16.42 M
URCI	E: TxDOT				ESTIMATED TOTAL	\$33.90 M
					DISTRICT FY ACCUMULATIVE LETTINGS	\$1.73 B

#	CSJ No.	нพү	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-14-094	US 75	At W. White St.	Landscape development	\$0.40 M
2	0095-14-034	I-20	West of FM 148 to west of SS 557	Resurface roadway	\$0.92 M
3	0196-01-109	I-35E	South of Mayhill Road to south of SL 288	Reconstruct grade separation & existing 4-lane frontage road	\$148.72 M
4	1016-02-023	FM 1138	FM 6 to CR 541	Intersection improvement	\$2.50 M
5	0081-04-042	US 377	Various intersections in various cities – (one area shown)	Traffic signal improvements	\$4.20 M
б	0581-01-165	SL 12	Various intersections in the City of Dallas – (one area shown)	Traffic signal improvements	\$4.25 M
*	0047-06-173	US 75	Various locations	Traffic signal improvements	\$4.64 M
Unmapped. ESTIMATED TOTAL					\$165.63 M

ŧ	CSJ No.	нพү	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
	0009-11-241	1-30	From Bass Pro Drive to Dalrock Road	Widen road- add lanes	\$142.4 M	5/20/2025
	0048-04-094	I-35E	At FM 387 (Butcher Road)	Interchange improvement	\$46.0 M	5/5/2025
	0092-02-141	I-45	At Malloy Bridge Road	Bridge maintenance	\$4.4 M	5/20/2025
	0092-14-108	1-45	At Newton Creek & Five Mile Creek	Bridge maintenance	\$3.2 M	5/12/2025
	0451-03-013	SH 205	From North of John King (Rockwall C/L) to SH 78	Widen road- add lanes	\$31.5 M	5/12/2025
	0816-05-025	FM 2862	From SH 5 to Westover Lane	Hazard elimination & safety	\$7.6 M	5/20/2025
	3090-01-012	FM 3041	From Chambers Creek to FM 1129	Reconstruct existing roadway	\$6.5 M	5/13/2025
	0918-46-345	Various	Various locations in Denton County	Pavement markings	\$1.8 M	5/13/2025

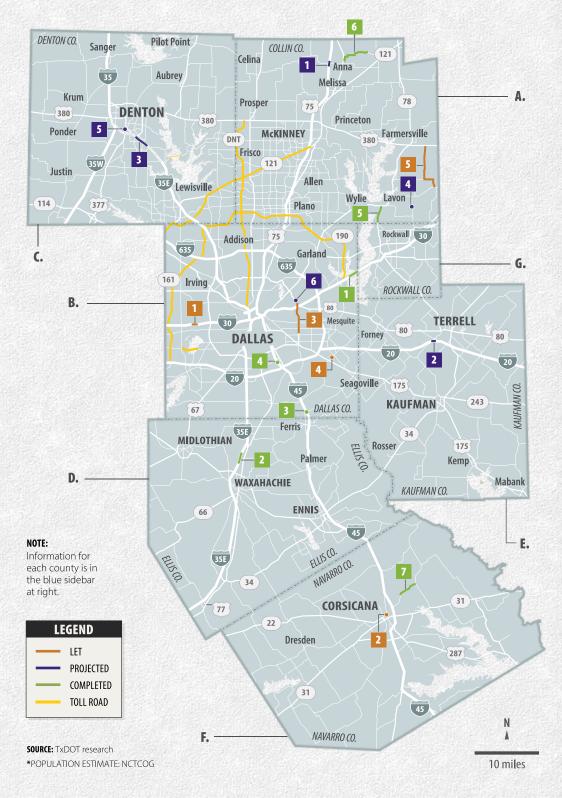
ESTIMATED TOTAL \$243.4 M

TxDOT graphic

SOURCE: TXDOT

DALLAS DISTRICT PROJECTS MAP

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





ESTIMATE TOTALS VEHICLE REGISTRATION | 4,272,434 *POPULATION ESTIMATE | 5,560,191

LANE MILES | 11,456

A. COLLIN COUNTY

VEHICLE REGISTRATION: 892,924 *POPULATION ESTIMATE: 1,229,632 LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685 *POPULATION ESTIMATE: 2,716,721 LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677 *POPULATION ESTIMATE: 1,036,720 LANE MILES: 1,822

D. ELLIS COUNTY

VEHICLE REGISTRATION: 201,810 *POPULATION ESTIMATE: 228,511 LANE MILES: 1,627

E. KAUFMAN COUNTY

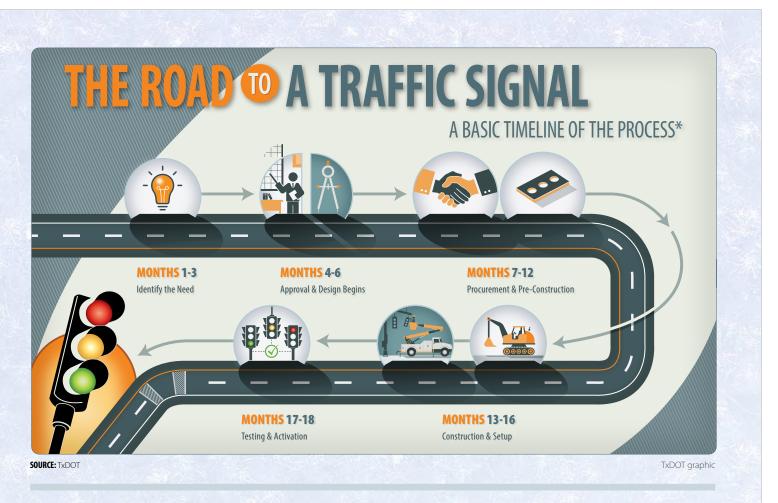
VEHICLE REGISTRATION: 151,162 *POPULATION ESTIMATE: 161,562 LANE MILES: 1,225

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161 *POPULATION ESTIMATE: 55,873 LANE MILES: 1,276

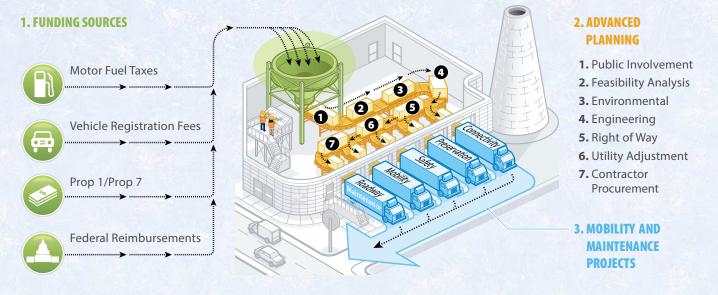
G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015 *POPULATION ESTIMATE: 131,172 LANE MILES: 365



A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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



SOURCE: TXDOT

TxDOT graphic

FOR MORE INFORMATION:

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



REPORT A POTHOLE:

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

TEXAS DEPARTMENT OF TRANSPORTATION

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



<u>MINUTES</u>

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis

Fort Worth 76104 Transit Needs Assessment: Initial Study Recommendations

Regional Bicycle Safety Action Plan

Strategic Selection of Safety Corridors

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, May 12, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMay25. Karla Windsor, Senior Program Manager, moderated the meeting attended by 116 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis presented by Gwen Dorko and Chris Klaus
- Fort Worth 76104 Transit Needs Assessment Initial Study Recommendations presented by Margarita Zollo
- Regional Bicycle Safety Action Plan presented by Daniel Snyder
- Strategic Selection of Safety Corridors presented by Francisco Torres

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/nctcogMay25.

Summary of Presentations

Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis presentation: <u>https://www.nctcog.org/getmedia/594315b8-2eec-47c4-8ca3-d27cf1bf8254/Mobility-2050-AQ-Conformity.pdf</u>

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 equal access targets.

To assist planning staff in understanding how the transportation system works for the public, visit: <u>www.publicinput.com/Mobility2050</u>. To view the draft plan, visit: <u>www.nctcog.org/PlanInProgress</u>. The RTC will take action on Mobility 2050 in June 2025.

As the region is classified as nonattainment for ozone under EPA standards, a transportation conformity analysis is federally mandated before project implementation. The analysis covers a 10-county nonattainment area and compares projected motor vehicle emissions against State-defined emission budgets established in the State Implementation Plan. Approval by the U.S. Department of Transportation is necessary before any projects can proceed, with local approval targeted for June and federal approval anticipated by year-end.

Fort Worth 76104 Transit Needs Assessment: Initial Study Recommendations presentation: https://www.nctcog.org/getmedia/38111086-3e67-42ab-943b-305b695bae58/Fort-Worth-76104-Transit-Needs-Assessment.pdf

The Fort Worth 76104 Transit Needs Assessment is a federally funded transit needs assessment focused on the Fort Worth ZIP code area, 76104, which is identified as having persistent poverty. The project aims to improve access to food, healthcare, housing and jobs via enhanced transit solutions.

After multiple rounds of community engagement, including public meetings and surveys, limited sidewalk infrastructure, infrequent bus service, and safety at transit stops were identified as key concerns. Recommended solutions include continuing Trinity Metro's fare reduction efforts, increasing public outreach and service awareness, enhancing pedestrian access and transit stop safety and evaluating service hours and frequency.

The Fort Worth 76104 Transit Needs Assessment is in its final phase, with a completed report expected in Fall 2025. Coordination with the City of Fort Worth and Trinity Metro is ongoing to support funding and implementation of recommendations. For more information, visit www.nctcog.org/76104.

Regional Bicycle Safety Action Plan presentation:

https://www.nctcog.org/getmedia/7bb3d14b-cf4b-48cb-a09d-31d836e2bf2e/Regional-Bicycle-Safety-Action-Plan.pdf

The Bicycle Safety Action Plan (BSAP) is a regional planning effort aimed at improving safety for bicyclists as part of a broader initiative on active transportation. This builds on the previously adopted Pedestrian Safety Action Plan (2022) and seeks to address vulnerabilities faced by bicyclists, the most unprotected road users.

The BSAP includes extensive data analysis of crashes from 2019–2023. The planning process includes stakeholder engagement, a public survey and the development of policy frameworks and strategic investment zones based on crash severity and density. Key goals include eliminating serious injuries and fatalities by 2050 and promoting bicycle use across all ages and abilities. Final plan adoption is expected in early 2026.

Participants are encouraged to take the survey at www.publicinput.com/bikesafety.

Strategic Selection of Safety Corridors presentation:

https://www.nctcog.org/getmedia/bd52b61d-28d6-4932-8625-03f1542567a9/Strategic-Selection-of-Safety-Corridors.pdf

The Strategic Selection of Safety Corridors is a freeway safety enforcement program aimed at reducing crashes and fatalities across the region by using detailed speed data collected from major freeway corridors. The initiative will leverage real-time traffic speed data from sites and the Regional Integrated Transportation Information System to identify high-risk segments and timeframes. Based on these insights, a pilot test will be conducted in October involving selected east and west agencies, followed by broader multi-agency implementation in fiscal years 2025 and 2026. The goal is to measurably reduce speeding-related fatalities on the freeway system, with results tracked before and after implementation.

The RTC is expected to take action on the Strategic Selection of Safety Corridors in October 2025.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

https://www.nctcog.org/getmedia/7040b3f1-41c7-4864-a359-9cb10039d5e8/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf

A comprehensive list of funded transportation projects through 2026 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

Transportation Conformity Analysis

Isaiah Shepard, Mecca Capital

A. Emission solutions

Question: Are there any specific programs that are happening right now that are addressing heavyduty vehicle emissions considering how big the issue is? Are there any grants or partnership opportunities? Are there any strategic discussions I or others can be a part of to help with this problem?

Summary of response by Chris Klaus: As you indicated, a significant portion of our emissions come from heavy-duty trucks. Slower traffic speeds due to population growth are contributing to increasing emissions from that sector. Our current emissions model, developed under the previous administration, does not reflect recent changes. However, the current administration has introduced ambitious emissions standards set to begin in 2027, targeting both climate and NOx reductions. Engine manufacturers are working to meet these near-zero standards, which could bring emissions close to those of electric vehicles. If these regulations remain in place, we expect to begin seeing benefits in the coming years, including a reduction in the projected increase in truck-related emissions as cleaner technologies are adopted.

Additionally, another major ongoing issue is tampering. We're seeing widespread illegal modifications to engines, both in light- and heavy-duty vehicles. We're working with local law enforcement, including commercial vehicle enforcement teams, who conduct on-site weight and safety checks. Starting later this year or early next year, the Regional Transportation Council has funded equipment that will allow us to scan vehicle emissions in real time and identify tampering by accessing engine control unit data.

There is currently no emissions inspection program for heavy-duty trucks. We continue to pursue federal funding opportunities to support emissions reduction. Two current funding calls are listed on our website, including the Environmental Protection Agency's (EPA) Diesel Emission Reduction Act program and another for heavy-duty engine replacement or upgrades. Lastly, we host an international Heavy-Duty Vehicle Inspection Coalition that brings together global stakeholders to share strategies for reducing truck emissions. The goal is to develop effective, non-intrusive approaches without unnecessary regulatory burdens. I'm happy to discuss any of these topics further at your convenience.

<u>Other</u>

Robert Rose, Citizen

A. Impact of budget cuts on Safe Street programs

Question: What is the anticipated impact of the federal budget cuts and the efforts by some Texas lawmakers for safe street programs in our area?

Summary of response by Karla Windsor: That's an ongoing assessment within our department. We conducted a risk analysis on all federally funded projects to evaluate potential exposure. We determined that approximately 95–96 percent of our projects and programs are secure. A few raised questions, and for one federal grant program, we returned to the RTC, our policy board, to seek backfill or contingency support in case a contract wasn't executed.

The Safe Streets program remains active under the federal government. We have two planning grants, one for \$4 million and another for \$5 million, which are focused on roadway safety audits, school crossing guard programs and related policies. These efforts are moving forward. Currently, a call for projects under Safe Streets for All is open and includes funding for safety initiatives and some implementation projects. Additionally, NCTCOG can provide letters of support for grant

applicants. Although fewer in number, implementation grants are also available. About two years ago, the RTC approved a \$50 million regional safety initiative, independent of State or federal funding. These funds support roadway safety analysis, public education, engineering solutions and targeted safety improvements. We continue to pursue these initiatives using a diverse mix of funding and resources.

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

Regional Bicycle Safety Action Plan

<u>Website</u>

Dorsey Plunk, Citizen

Many of the roads in the DFW area are maintained by TxDOT. TxDOT has published best practices and guiding principles that are supposed to govern how TxDOT handles road maintenance and construction on roads frequently used by cyclists (see Exhibits A and B). Currently, TxDOT has a poor record of following their own rules, specifically the seal coating of Spur 580 and the frontage roads of IH 20 and IH 30 between Walsh Ranch Parkway and Mikus Road. For a regional bicycle safety plan to be effective, it must include a commitment from TxDOT to follow their own rules. In the case of the roads mentioned above, TxDOT seal coated the roads with an unnecessarily large aggregate. This turned the main direct cycling route between Fort Worth and Weatherford from a safe, frequently used route to one that is hazardous and mostly avoided by cyclists. My complaints to TxDOT that they violated their own best practices and guiding principles were met with indifference. I can provide more details if needed. Going forward I suggest that NCTCOG consider setting up a Regional Bicycle Safety Ombudsman. This would be a central point of contact for cyclists to report safety issues to the appropriate jurisdiction.

See Attachments 1 and 2 for documents referenced in comments.

Response by NCTCOG Transportation

Thank you for your comments. We have provided your suggestions to the team for further review and consideration.

<u>Other</u>

<u>Mail</u>

Phyllis Silver, Citizen

Please see Attachment 3 for comments submitted via postal mail.

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

May 8, 2009

Mr. Robin Stallings Executive Director Texas Bicycle Coalition Post Office Box 1121 Austin, Texas 78701

Dear Mr. Stallings:

As per my letter dated, September 25, 2008, the Texas Department of Transportation has completed its research into current seal coat design and construction practices. Our research has indicated that certain practices may reduce the impact to the bicycling community. To that end, we have issued a memorandum to our district engineers (attached). This memorandum also stresses the importance of sweeping travel lanes and shoulders after rock application.

We look forward to working with bicyclists across Texas to improve shoulders for use by the cycling community. If you have any further comment or questions, please contact Paul Douglas at 486-5112 or by email at pdouglas@dot.state.tx.us.

Sincerely,

Har S. Buten, P.E.

John A. Barton, P.E. Assistant Executive Director Engineering Operations

Attachment

cc: James L. Randall, P.E., Director, Transportation Planning and Programming Division, TxDOT

Jennifer Moczygemba, P.E., Transportation Planning and Programming Division, TxDOT Paul Douglas, Transportation Planning and Programming Division, TxDOT

An Equal Opportunity Employer

Texas Department of Transportation		
O:	District Engineers	DATE: April 13, 2009
ROM:	John A. Barton, P.E. Jun A. Bu	
SUBJECT:	Accommodating Bicycles in Seal Coa	
coats may n particular, se he accomm providing gu use of seal o We should particular, w	is a cost effective and widely used many not always be ideal for modes of trans eal coats can, in some cases, present nodation of bicycle traffic, in accorda idance to address the needs of the bic coats for low cost preventive maintenar consider bicyclists' needs as we de e should give a high priority to planning either commuter or recreational bicyclist	portation other than automobiles. In difficulties for bicyclists. To promote nce with the TxDOT mission, I am ycle-riding public while supporting the nce. velop our PS&E and contracts. In g for bicycle traffic for routes with high
with local bio consider the raffic volum specific corri- and maps m and of imper	cycle groups to identify the safest rou e availability of shoulders, horizontal les in the selection of these routes. idors for bicyclists to use. Road signs hay be placed on the TxDOT website to hding roadwork.	tes in your district. It is important to alignments, intersection traffic, and You can use this planning to create may be installed to mark these routes o apprise bicyclists of these corridors
with local bio consider the traffic volum specific corri and maps m and of imper Past researe placing a se	cycle groups to identify the safest rou e availability of shoulders, horizontal les in the selection of these routes. idors for bicyclists to use. Road signs hay be placed on the TxDOT website to	tes in your district. It is important to alignments, intersection traffic, and You can use this planning to create may be installed to mark these routes o apprise bicyclists of these corridors are desirable for bicyclists. When nsider one of the following low cost
with local bio consider the traffic volum specific corri and maps m and of imper Past researd blacing a se options to pr • use a sm • use a sm • use fog s	cycle groups to identify the safest rou e availability of shoulders, horizontal les in the selection of these routes. idors for bicyclists to use. Road signs hay be placed on the TxDOT website to nding roadwork. ch has shown that smoother surfaces eal coat as a final driving surface, co	tes in your district. It is important to alignments, intersection traffic, and You can use this planning to create may be installed to mark these routes o apprise bicyclists of these corridors are desirable for bicyclists. When nsider one of the following low cost cycles: ders, ather than a new seal coat, or

District Engineers

-2-

April 13, 2009

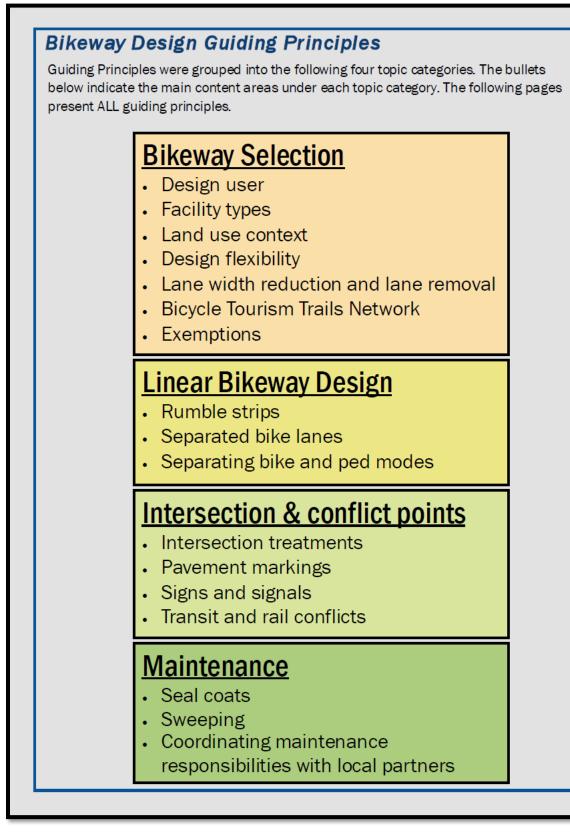
In addition, signing and pavement markings for bicycle lanes or designated bicycle routes should follow Part 9 of the Texas Manual on Uniform Traffic Control Devices. Bicycle routes and lanes that are affected due to construction, should be treated the same as pedestrian walkways or roadways that are under construction. Accommodations should be made to provide alternative routes if any of these routes are disrupted or closed due to construction. A black on orange detour plaque should be installed on bike route signs when providing a detour as shown on the attachment.

Attachment

cc: District Directors of Construction District Directors of Maintenance District Directors of Transportation Planning and Development Thomas R. Bohuslav, P.E., Director, Construction Division Mark A. Marek, P.E., Director, Design Division Toribio Garza, Jr., P.E., Director, Maintenance Division Carlos A. Lopez, P.E., Director, Traffic Operations Division



Example of detour sign placed on a bike route sign.



Bikeway Selection

General Principles

- 1. Safe bikeway accommodations will be considered on all transportation projects.
- 2. The design user of new bikeways should be bicycle-dependent commuters and other bicyclists who are interested in riding but concerned about safety.
- 3. To the extent practical, bikeway width and separation from vehicular travel lanes should be maximized to accommodate the greatest diversity of riders with the maximum margin of safety.
- 4. Reducing frequency and severity of crashes and conflicts between all users should be the priority in project design when capacity is being added.
- 5. Wide outside lanes increase vehicle speeds and are not adequate accommodation for the design user. Any new wide outside lanes for bicycle use should be considered only after exhausting all other options and carefully evaluating specific parameters for safety, anticipated use, and context.
- 6. Design flexibility is important. Scoping tools should be created and maintained, and District planning consulted when selecting bikeway type. Every project should consider all existing and potential roadway users. Additional considerations should include: land use context, bikeway connectivity, roadway characteristics (ROW width, motor vehicle speed, motor vehicle volume, design life of the project), and other project constraints.

Selection Principles

- Bikeways on TxDOT roads should be direct and convenient and offer access to and connectivity between destinations on the transportation network. Transitions between land use contexts and bikeway types should be clear or intuitive.
- 8. Where locally maintained and state-maintained roadways intersect, TxDOT should collaborate with local jurisdictions to design safe, low-stress bikeways **across** TxDOT facilities where indicated by local planning documents. TxDOT bikeway improvements should integrate with local bicycle investments and transportation plans to complete low-stress bicycle networks for all-ages-and-abilities.
- 9. When attempting to incorporate separated bike lanes during edge-to-edge roadway reconstruction projects, raised separated bike lanes placed behind the curb are preferred, reduce maintenance and construction costs, and easier to maintain. Raised separated bicycle lanes should have visual and tactile separation between bicyclists and pedestrians.

Bikeway Selection

- 10. "Right-sizing" projects, commonly known as "road diets", are roadway reconstruction projects involving travel lane reductions. When implementing right-sizing projects for the purpose of adding bicycle accommodations, consider public involvement, safety evaluation, and vehicle traffic flows. Road diets are a FHWA Proven Safety Countermeasure. Road diets can improve safety, calm traffic, and provide better mobility and access for all road users. See <u>FHWA's website</u> for more information.
- 11. If a rural roadway is on the Bicycle Tourism Trail Example Network, then transportation improvements should consider an appropriate bikeway.
- 12. Bikeway considerations are not necessary when one of the following conditions is met:
 - Bikeways are prohibited by law or Commission order on this roadway
 - Distance between population centers indicate an absence of need for both current and future conditions of the anticipated life of the project

Linear Bikeway Design

Rumble Strips

- On rural roadway segments where existing or future bicycle demand is anticipated during the life of the project:
 - a) Placement of shoulder rumble strips on or immediately adjacent to the edgeline is preferred. Profile Pavement Markings (PPM) and milled-in rumble strip are the preferred treatment types. Exceptions for edgeline placement include along evacuation routes and routes with significant volumes of heavy truck traffic.
 - b) Bicycle gaps should be included in rumble strips to accommodate bicyclists' turning movements and avoidance maneuvers.
 - c) Where shoulder rumble strips are installed, 6 feet or more of clear space to the right of rumble strip is desirable to accommodate bicyclists.

Separated bike lane barrier types

- 14. Where separated bike lanes (SBLs) are proposed:
 - a) Barrier selection for SBLs should be context-sensitive, suitable for roadway characteristics (e.g., speed, volume, etc.), and allow for appropriate drainage.
 - b) Street-level SBLs with curb separation (grade-separated barriers) or raised SBLs are the preferred types of separated bike lanes dependent on context.
 - c) To facilitate maintenance on street-level SBLs, facility widths and/or removable barriers should be considered in coordination with the entity responsible for maintenance.

Linear Bikeway Design

Separating Modes

- 15. When deciding between shared or separated bicycle and pedestrian infrastructure, designers should consider the following:
 - a) Shared use path design criteria should meet the needs of all intended users (e.g. bicyclists, pedestrians).
 - b) Criteria for separating modes should consider existing and anticipated bicycle and pedestrian volumes expected over the life of the project, including latent demand and land use changes.
 - c) Consider the life of the project and plan for the ultimate/future bikeway type and width even if constructing an interim/provisional facility in the short-term. Plan for the ultimate facility on culvert and bridge improvements.

Bikeway Conflict Points

Pavement Markings

- 16. Where bicycle lanes meet intersections, TxDOT should consider the application of bicycle lane extensions (dashed pavement markings) through the intersection to identify where bicyclists are expected to operate and to recognize potentially unexpected conflict points, especially where buffered or separated bike lanes are present. Where right-turn lanes cross over bicycle lanes, dashed pavement markings should be applied to indicate a merge condition.
- 17. Where shared use paths meet signalized intersections, TxDOT should consider applying separate pavement markings to identify crosswalks (for pedestrians) and bicycle lane extensions (for bicycles). Shared use paths should be signed at major conflict points to clearly communicate pedestrian and bicyclist priority.
- 18. Future research on green pavement markings should focus on durability, skid resistance, and application technologies and should include recommendations for TxDOT standard specifications for green pavement application types and procedures.
- 19. Based on research, TxDOT should use green pavement markings to increase bicyclist conspicuity and predictability, especially where separated bikeways meet signalized intersections, slip lanes, exit ramps, and other conflict points where safety issues are identified.
- 20. When using green pavement markings to emphasize on-street bikeway conflict points, limit green pavement marking footprints (i.e., square footage) to reduce maintenance issues and maximize marking durability.

4

Bikeway Conflict Points

- 21. Until the TMUTCD is updated to include green pavement markings, TxDOT should consider partnering with local governments to install green pavement markings at intersections with low-stress bikeways (e.g., Shared Use Paths or Separated Bike Lanes) or where bicycle safety issues are documented. Maintenance of bicycle pavement markings should be incorporated into TxDOT's standard municipal maintenance agreements (MMAs).
- 22. Training on proper green pavement marking application for a variety of marking technologies will foster proper installation. Training should focus on surface preparation and contractor monitoring. Additional training and guidelines should include maintenance practices to maintain durability, retroreflectivity, color intensity, and skid-resistance.

Signs and Signals

- 23. Where separated bikeways conflict with motor vehicle phasing and turning movements at signalized intersections, TxDOT should consider the application of bicycle signal faces and dashed intersection crossing pavement markings.
- 24. On shared roadways that provide key bicycle route connections or where safety concerns are documented, it is recommended that TxDOT use "Bicycles may use full lane" sign as the standard bicycle regulatory sign instead of "Share the Road".
- 25. Roadway design engineers should consider sight lines of all users; landscaping, signage, and parked cars can hinder visibility for motorists, bicyclists, and pedestrians.
- 26. Mid-block crossing signals, such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons, should provide feedback after actuator button is pressed and should be timed to balance pedestrian priority with arterial signal timing. PHBs and RRFBs should be applied where appropriate in accordance with TxDOT TRF memo.

Transit and railroad conflict points

- 27. Where transit and bikeway facilities exist within roadway right-of-way, roadway designers should consider transit stop designs that separate and protect bicyclists from transit ingress and egress, such as an island bus stop which moves bikeway facilities behind a transit stop.
- 28. Where bicycle lanes meet railroads at angles other than 90 degrees, on-street bikeways should be transitioned to off-road shared use paths, wrapping behind rail crossing arms, allowing bicyclists to cross as close to a 90-degree angle as possible (e.g. a jug-handle design) similar to TxDOT standard (RCD (1)-16). Maintenance of off-street railroad crossings should be included in MMAs, where applicable.

5

Bikeway Maintenance

- 29. To leverage on-going asset preservation and roadway maintenance dollars, encourage early coordination between District Seal Coat Coordinators and District Bicycle & Pedestrian Coordinators. Frequent engagement between these staff members across the state can lead to cost efficiencies, increased awareness of bicyclist needs, higher quality pavement markings for bicycle accommodation, safer roadways, and better-connected bikeway networks.
- 30. The content of the 2009 TxDOT Chief Engineer Memo entitled "Accommodating Bicycles in Seal Coat Construction" should be incorporated into TxDOT's Pavement Manual and communicated with TxDOT District Maintenance staff. This memo emphasizes opportunities to improve riding surfaces for bicyclists including using smaller seal coat aggregates across the roadway or on the shoulder. Additionally, shoulders should be swept during and after seal coat projects to ensure shoulders used by bicyclists are clear of debris.
- 31. <u>Shoulder maintenance</u>: Where bicycle demand has been identified through coordination with District Bicycle & Pedestrian Coordinators, proactively sweep and clear debris from on-system roadway shoulders. Where municipal maintenance agreements (MMA) are in place, TxDOT Districts should coordinate with municipal partners who are responsible for sweeping the roadway under the terms of an MMA.
- 32. <u>Separated bike lane maintenance</u>: Where on-system, on-street separated bicycle lanes exist, coordinate sweeping and maintenance efforts with municipal partners who may have suitable equipment or resources for these facilities. Clearly deline ate the entity responsible for maintenance when installing separated bike lanes.
- 33. District Bicycle and Pedestrian Coordinators with Area Office and Maintenance Office staff should communicate with local jurisdictions on up coming maintenance projects (e.g., restriping) to evaluate the need, type, and location of bicycle facilities to complete local bikeway networks.

Attachment 3

Ag. 1 of 2

(Note: Pages with graphs wennot numbered however I determined these page numbers by looking at the Page numbers beforet after the graphs.) Questions - "page 6- why are there so many more fataloties · page 8. Is 3PM more prone to faklities Decause School lets out around that time? ~ October ?

"Administrative Revisins to Mobility 2045 Supplementary: Comment - It is good that more lanes will be added on some roads in the future. I am familiar with Some of these roads, especially along Preston Road. · Draft August 2025 TIP Midifications Comment-Pase 46 of 54 - I an pleight that funding 13 gory to DART for TRE platform improvements at Victory Station

Phylliphilue 5/27/2025

P9. 2 of 2

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, April 20 through Monday, May 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to bicycle/pedestrian/sustainable development, safety 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 19 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=b014e6d39b60 4b3ca329d9094ed1e9e2.

Bicycle/Pedestrian/Sustainable Development

Facebook -

1. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a \$100 gift card. <u>http://www.publicinput.com/bikesafety</u> — NCTCOG Transportation Department



Thank you. — Mark Metcalf

Finally! Texas has so much land, very good potential in great urban mobility infrastructure. — Tash Taylor Hopeful for safer conditions for cyclists, better bike lanes and motorist speed enforcement. — Nicholas Littlejohn

Build more interconnected neighborhoods. Stop with the apartment compounds, integrate them with the community so people can bike through them. — Taha Akhawala

I was a runner 🚴 and a cyclist before my accident. I obeyed all highway signs and lights, but people still tried to run me over. Most people driving cars don't care. — Pat Brennan

Let me get this right. You want me to rank 17 different scenarios! That's where I left your survey. \gg – A Robert Sund Wolff

Electric bicycles should be required to purchase a yearly permit to be used on streets and trails. They should be classified as powered vehicles. – Russell McKay

Need bicycles on roadways in drivers ed and questions on driver's exam on bicycles on roadways and public education regarding bicycles on roadways for those already licensed. - Carl Malmberg

About time! - Rick Mann

I don't understand why cars don't stop and allow me to run through stop signs. I shouldn't have to stop for them. — Douglas Potts

Please convince this gang that they and the rest of us will be safer if they don't drive cars before and after their biking. <u>https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq</u> – Rob Dentremont

Additional comments can be viewed here:

https://www.facebook.com/NCTCOGtrans/posts/pfbid02GwoLQVHwpD9prXGBtJ824u v36okzefE5WYs5rxmf4mnqx9djXmNaqpYxTHQWWb42I.

<u>Instagram –</u>

1. Your Voice Matters! Help make North Texas safer for bicyclists and enter for a chance to win a \$100 VISA gift card! The North Central Texas Council of Governments is creating a regional Bicycle Safety Action Plan to reduce bicyclist crashes involving motor vehicles and to improve safety across the region. Share your feedback and help shape the future of safe bicycle travel throughout North Texas: publicinput.com/bikesafety (link in bio). #BikeSafety #NorthTexas #NCTCOGTrans - NCTCOG Transportation (@nctcogtrans)



Is this link still live? - Julene (@ju_paul)

Yes the survey is live, are you unable to access it? – NCTCOG Transportation (@nctcogtrans)

2. Did you know the North Texas region has several trails along rail lines that connect to @ridedcta, @dartdaily and @ridetrinitymetro rail stations? Discover more on our website, including an interactive map of trails and on-street bikeways (link in bio). #DFWtrails #railstotrails #NorthTexastrails #CelebrateTrailsDay #EarthMonth — NCTCOG Transportation (@nctcogtrans)

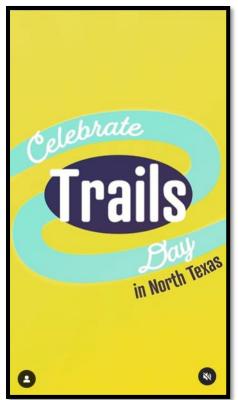


Check us out! We love serving our community and providing excellent public transportation. 🚊 ; 🚙 — Denton County Transportation Authority (@ridedcta)

3. Tomorrow is Celebrate Trails Day! With more than 1,900 miles of existing off-street trails and on-street bikeways, the North Texas region has plenty to offer those looking to get outdoors this weekend. Learn more about trails, future plans, safety, and more at <u>NCTCOG.org/bikeped</u> – NCTCOG Transportation (@nctcogtrans).

To view the video, visit

https://www.instagram.com/reel/DI4V_UYyZWw/?utm_source=ig_web_copy_link&igsh=MzRIOD_BiNWFIZA%3D%3D.



We can't wait to get outside to #CelebrateTrails with everyone! 💙 🗩 — Rails to Trails Conservancy (@railstotrails)

Public Involvement

<u>LinkedIn –</u>

1. The wait is over! View the Mobility 2050 Draft Plan and share your feedback at https://lnkd.in/gvuQdSjh. #ConnectNorthTexas 🚲 🚒 📩 🚙 — NCTCOG Transportation To view the short video on this post, visit: https://www.linkedin.com/posts/nctcogtrans_connectnorthtexas....



Thanks for sharing, **NCTCOG Transportation**! — American Society of Highway Engineers (ASHE) – DFW Section

<u> Facebook –</u>

1. Mobility 2050 draft plan, safety corridors & more for review/comment. - NCTCOG Transportation Department



I hope to be there! - Jock Bethune

True mobility in North Texas requires Amtrak's Heartland Flyer to not only survive, but receive substantial upgrades to increase speed and frequency. — Matthew Banks

Road diets needed. A lot of them. – David Perry

Grand Prairie needs public transportation. - Benny Hamm

As every city continues to overbuild, more resources like power grids to water to roads become a BIG problem. Most of you seem to not have a problem with that. Then your solution is to increase more roads and ask for super trains, etc. If the land was yours, you wouldn't want that. That starts land grabbing away from those who do own the land. Nothing makes sense anymore. People scream about climate change, but the same people move into the state causing these problems. — Dovie Williams They need to change 35 and 287 on and off ramps and 287 exit to 77 in Waxahachie. Population has. doubled from 1976. DART needs to be safer to ride. — Brian Bennett

Let's not forget conflicts of interest. Denton County is rife with it. - Bonni Crisfulli

There are too many 1 passenger cars, not enough roads. Texans will not give up their cars. Until we look to public transportation, there will never be a solution. — Bill Burgan

Stop unbridled development. Reduce road patterns looking like Dallas and Waxahachie. — Jackie King

Stop building toll roads. No mass transit unless they're paid by private funds. — Mark Liberto

Stop robbing the taxpayers. — Mark Liberto

NO MORE HIGHWAY LANES! MORE TRAINS!!! - BulletTrains USA.com

No hope until bikers figure out how not to need cars for their biking. https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq — Rob Dentremont

Additional comments can be viewed here: <u>https://www.facebook.com/NCTCOGtrans/posts/pfbid032tytPvgByghCgMW4ZnMJ2Fh</u> <u>xW7X3B2Kd1NoYgJXbQ11CT56TDvjMtGcnejNAUH57l</u>.

<u>Safety</u>

<u>Facebook –</u>

1. Look Out Texans Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/602622096122699/.



Everyone should do their part by being aware of pedestrians and cyclists if you're driving, pedestrians and motorists if you're cycling, and motorists and cyclists if you're walking or jogging. Vote for city officials that support safer infrastructure such as greenways, road diets, and abolishing or at least greatly reducing parking minimums. — David Perry



Looks like a lot of noise. - David Lee Morrison

David Lee Morrison Thank you for bringing this to our attention. The link should be working now! - NCTCOG Transportation Department

2.. May is National Bicycle Safety Month. As spring unfolds, let's take extra precautions and remember to share the road with cyclists, so everyone can enjoy the great outdoors safely. **#TxDOTBikePed** – Texas Department of Transportation (repost: NCTCOG Transportation Department)



We do this by generating actual cycling infrastructure so that anyone who's using a bike, people riding for fun, adults going to work, students going to school, may get to their destination quickly and safely. It's not impossible. — Matthew Banks

3. As our **#TopicOfTheMonth** series continues to spotlight Roadway Safety, this week we're sharing valuable resources to keep you informed and safe on the roads. NCTCOG's Look Out Texans program encourages drivers to share the road with bicyclists, pedestrians and other drivers. 511DFW is a valuable tool to plan travel routes and stay updated

on traffic conditions. Additionally, Drive Aware North Texas offers educational materials on attentive driving. Read more about these resources and others on our website: <u>https://www.nctcog.org/.../about/educate/topic-of-the-month</u>.



Here is a safety tip for you bikers... Get you one of those New York style bike chains (really thick links, really heavy) and keep it across your chest and over the shoulder like a sash as you ride. When some prick passes you up with a little chin music, one hand swing that chain down hard on his/her side mirror. There is nothing so satisfying as watching gravity guided by your hand come down on and obliterate a mirror! They instantly become more courteous drivers from that moment on! — Neal Thomas Iskenderian

4. Remember, if you can't see their mirrors, they can't see you. <u>www.freightntx.org</u> – NCTCOG Transportation Department





— Arcelia Guzman

5. Look Out Texans Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/1349214889462099/.



And I totally agree with you 100%. - Robert Johnson

6. Look Out Texans Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/697806812663909/.



Muy. Bonito. Me gusta. Mucho 😻 Translation: Very. Nice. I like it. A lot. — Maria Jiménez

7. Look Out Texans Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! Translation: Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone! — NCTCOG Transportation Department

To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/1033136371519244/.



Si, No manejar de noche. Hay muchos Ciegos manejando de noche los de los carros y los de las bicicletas también. Mejor no salgas de noche. Ese es el derecho. **Translation**: Yes, Don't drive at night. There are many blind people driving at night those of cars and those of bicycles too. Better not go out at night. That's the right. — Salvador Contreras

Q raro q Trump si sabe lo q significa eso pero no sabe lo dice la constitution. **Translation**: How strange that Trump knows what that means but doesn't know what the constitution says.. — Ray Alcocer

Air Quality

<u> Facebook –</u>

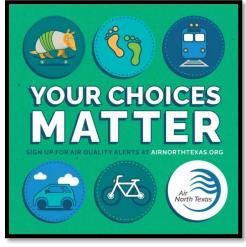
1. Clean Air Month and Bike Month are the perfect time to recommit to clean air habits. If biking isn't an option every day, consider carpooling, taking public transportation, or combining errands into one trip. Every action counts. Read more in our latest post on Clean Air Corner: https://www.airnorthtexas.org/.../pedal-toward-cleaner-skies.



Or not relying on your car for biking. <u>https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq</u> — Rob Dentremont

<u>Instagram –</u>

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



No. No they don't. Your agenda is the only thing that matters — Tricia Bouvette Lukaska (@tricialukaska)

<u>Roadways</u>

<u>Website -</u>

1. My grandson will be in 9th grade this year. They have been working on the Lone Star Bridge at Hwy 287 south since he was in 5th grade. Why isn't it finished? — Carol Oldham

Please reach out to Mohammad Al Hweil with your question. — NCTCOG Transportation Department

<u>Transit</u>

<u>Email –</u>

1. Arlington has no mass transit. - Thomas Simmons

High-Speed Transportation

<u>Website -</u>

1. What are the long-range plans to extend the light rail to McKinney? - Steven Spainhouer

Our long-range transportation plan, currently Mobility 2045 Update, recommends the extension of regional passenger rail from Parker Road to north McKinney. The corridor is also featured in the 2021 Collin County Transit Study. In response to stakeholder interest, we will soon start a study specifically focused on the McKinney corridor. This study, scheduled to start later this summer, will update ridership forecasts in the corridor, analyze land uses and potential transportation connections, and provide strategies for implementation, with a particular focus on how riders along the rest of the corridor reach the rest of the network as efficiently as possible. — NCTCOG Transportation Department

<u>BlueSky –</u>

1. DFW's new terminal F is more like a B-minus. But maybe that's okay. <u>www.dallasnews.com/arts-enterta...</u> – Mark Lamster (@mlamster.bsky.social)



This is fine, but a missed opportunity. This is a great chance to extend the <u>@ridetm.org</u> TEXrail from B to F parking, and continue south to stop at CentrePort, swing by the stadium, and join up in the UP ROW to stop in dt Arlington Dream Park, Handley, Texas Wesleyan, and dt FW. <u>@joelburns.com</u> – James Lancaster (@jamesalancaster.bsky.social)

An opportune way for anyone on the TRE to get to/from the airport, in addition to potential access by FW-Houston bullet train by the stadium. And if the bullet train stops at I-45, Tarrant still needs this kind of connectivity. @nctcogtrans.bsky.social — James Lancaster (@jamesalancaster.bsky.social)





North Central Texas

JULY 14 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

Mobility 2050, the region's long-range Metropolitan Transportation Plan (MTP), was recently adopted by the Regional Transportation Council. The plan guides transportation investments and addresses regional needs through 2050. Staff will share key highlights and what comes next. For more information, visit: www.nctcog.org/PlanInProgress.

PUBLIC PARTICIPATION PLAN UPDATE

The Public Participation Plan (PPP) outlines the principles, goals and strategies for involving North Texans in the transportation and air quality planning process, including procedures for documenting public comments. Staff will present proposed revisions to the PPP that reflect new legislative requirements as well as the increasing role of innovative technologies in the public participation process.

REGIONAL 10-YEAR PLAN UPDATE

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2026 to FY2035 will be presented for review and comment.

2026-2028 DISADVANTAGED BUSINESS ENTERPRISE GOALS

NCTCOG is required to establish and periodically update DBE participation goals to encourage contracting opportunities for socially and economically disadvantaged individuals. A draft update of the DBE participation goals will be posted for review and comment.

NORTH TEXAS ELECTRIC VEHICLE INFRASTRUCTURE CALL FOR PROJECTS

In January 2024, the North Central Texas Council of Governments (NCTCOG) was awarded \$15 million in federal funds from the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Community Program to deploy electric vehicle (EV) charging stations on public sector property in the NCTCOG region. Staff will provide an update on the project and information on an upcoming Call for Projects for public agencies to submit potential charging station locations for funding consideration.

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.TryParkinglt.com** 511DFW: **www.511dfw.org**

As a recipient of federal transportation funds,

For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or <u>hwitcher@nctcog.org</u> 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: <u>arlingtontx.gov/ondemand</u>. Attend in person, watch the presentations live at <u>publicinput.com/nctcogJuly25</u> or participate via phone by dialing 855-925-2801 then code **11574**.

