

## **AGENDA**

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, May 23, 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 April 25, 2025, Minutes**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the April 25, 2025, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 5

**2.1. Approval to Participate in Regional Energy Management Assistance Program Contract and Use Regional Transportation Council Local Funds as Match**

Presenter: Joaquin Escalante, NCTCOG

Item Summary: Staff will request 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 RTC Local funds (\$75,000) to satisfy match requirements.

Background: Since 2018, the North Central Texas Council of Governments (NCTCOG) Transportation and Environment and Development Departments have received Department of Energy (DOE) funding through SECO to support local governments in efforts related to improving energy efficiency and grid reliability, as well as meeting the annual reporting requirements for electricity consumption under the Texas Health and Safety Code 388.005(c). These efforts support the region in reaching attainment with the Environmental Protection Agency's National Ambient Air Quality Standards (NAAQS) by reducing emissions associated with energy generation. Additionally, this work is included in Appendix E of the most recently adopted Dallas-Fort Worth Severe Area Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone NAAQS. SECO will be opening a competitive request for proposals (RFP) in Summer 2025 to provide funding for Fiscal Year (FY) 2026. Based on past awards, NCTCOG anticipates an

opportunity for two one-year extensions at similar funding levels. If awarded, the federal funding and match requirements will be split between the NCTCOG Transportation and Environment and Development departments. NCTCOG anticipates applying to this RFP with a request of approximately \$125,000 for the Transportation Department and if awarded, it will be required to provide 20 percent local match. Staff requests approximately \$25,000 RTC Local funds per fiscal year to cover the Transportation Department's share of match through the end of FY 2028. More information is available in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **Mobility 2050 and Conformity: Regional Transportation Council Adoption Process**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenters: Amy Johnson and Jenny Narvaez, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval will be requested of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and associated Transportation Conformity at the June Regional Transportation Council meeting. Staff will recap the plan's recommendations and present a brief overview of the Transportation Conformity analysis results. Plan information will include:

- Public comments received
- Changes to plan documentation
- 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 [www.nctcoq.org/PlaninProgress](http://www.nctcoq.org/PlaninProgress). Additional information is provided in [Electronic Item 3.1](#) and public comments received during the planning process are available in [Electronic Item 3.2](#).

Background: Mobility 2050 has been presented at the RTC and Surface Transportation Technical Committee meetings throughout 2024-2025. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the current schedule allows the plan forecast to maintain at least 20 years into the future. Mobility 2050: The Metropolitan Transportation Plan for North Central Texas must demonstrate federal Transportation Conformity and be financially constrained. The updated plan includes a new financial plan, updated demographics and technical analysis, updated project recommendation listings,

and robust public involvement. The Clean Air Act requires Metropolitan Planning Organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets established for the region.

Performance Measure(s) Addressed: Air Quality, Transit

**1:50 – 2:00**

**4. Grant Application Partnership for the Cotton Belt Trail Next Phase (3a)**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will request a recommendation to the Regional Transportation Council (RTC) for 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. The 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.

Background: Applications for the TxDOT 2025 Transportation Alternatives Program Call for Projects opened in January 2025 and detailed applications are due in June 2025. Similar to previous funding applications supporting the regional Cotton Belt Trail along the Silver Line rail corridor, staff will provide an overview of the partnership with DART and funding recommendations for a proposed large-scale project category application to construct sections of the Cotton Belt Trail primarily located within rail right-of-way in Addison, Carrollton, Coppell, and Dallas. If awarded funding, DART will procure a contractor and manage construction of the trail segments. Additional information is provided in [Electronic Item 4](#).

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

**2:00 – 2:10**

**5. Managed Lane Policy, High Occupancy Vehicle 2+/3+ Subsidy Funding, and High Occupancy Vehicle Quarterly Report**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff is requesting a committee 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, reaffirm the Regional Transportation Council (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.

Background: When the RTC approved the Managed Lane Policy in 2006, members elected to retain the HOV incentive on managed lanes. This policy position has been maintained through multiple updates of the later renamed Tolloed Managed Lane Policy. In December 2012, the RTC adopted a policy to maintain the HOV incentive for vehicles with a minimum of two passengers with the understanding that future costs may drive the need to limit the incentive to vehicles with a minimum of three users. In 2014, RTC approved \$6.85 million in Regional Toll Revenue (RTR) funds for the NTE subsidy. The initial funding for the NTE facility subsidy is almost depleted, and in April 2025 the RTC approved \$1 million of Tarrant County RTR funds to extend subsidy funding six to twelve months. Staff is recommending adding \$5.6 million to fund the NTE HOV subsidy through the end of the current GoCarma contract in 2030. The Lyndon B Johnson Express facility has sufficient funding for the foreseeable future and no changes are recommended for that project at this time. [Electronic Item 5.1](#) includes the Quarterly HOV Report. [Electronic Item 5.2](#) includes additional information on this topic.

Performance Measure(s) Addressed: Air Quality, Roadway

2:10 – 2:20

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. 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

Performance Measure(s) Addressed: Administrative



**2:20 – 2:30**

**7. Dallas-Fort Worth High-Speed Rail Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: An update on study progress will be provided. Updates include advancement of downtown Dallas western alignment concept, opportunities for connectivity between future developments, status of city-led economic studies, and leadership update for the Dallas-to-Houston corridor.

Background: Following August 2024 Regional Transportation Council direction, the project team has advanced conceptual engineering and stakeholder coordination on alignment concept west of downtown Dallas. Additionally, first-and-last-mile connections leveraging the proposed high-speed rail alignment along the entire corridor have been reviewed. In April 2020, the North Central Texas Council of Governments (NCTCOG) staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The first phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor in 2021. The second phase includes conceptual and preliminary engineering and an environmental analysis within the National Environmental Policy Act process, resulting in a federal government action identifying the project's next steps. A February 19, 2025, letter from Next Generation Action Network to the City of Dallas regarding the alignment in west Dallas and response from NCTCOG is provided for reference in [Electronic Item 7](#).

Performance Measure(s) Addressed: Safety, Transit

**2:30 – 2:40**

**8. Federal and State Legislative Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Jackie Nolasco, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Staff will provide an update on key legislative positions of the Regional Transportation Council. The 1<sup>st</sup> session of the 119<sup>th</sup> U.S. Congress convened on January 3, 2025. The 89<sup>th</sup> Texas Legislature convened on January 14, 2025.

Performance Measure(s) Addressed: Administrative

**2:40 – 2:50**

**9. Draft Fiscal Year 2026 and 2027 Unified Planning Work Program**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Staff will present a summary on the development of the proposed Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) for Regional Transportation Planning.

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, is developing the draft FY2026 and FY2027 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2025, and September 30, 2027. A summary of staff recommendations on local government and transportation agency project submittals received for consideration of inclusion in the UPWP is included as [Electronic Item 9](#). The draft UPWP document will be submitted to the Texas Department of Transportation (TxDOT) for review on June 2, 2025, and the final document submitted by August 1, 2025. A copy of the draft FY2026 and FY2027 UPWP will be provided to the Surface Transportation Technical Committee (STTC) concurrent with the submittal of the draft document to TxDOT. STTC action on the UPWP will be sought at the June meeting.

Performance Measure(s) Addressed: Administrative

**2:50 – 3:00**

**10. 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 provide 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.

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 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. Staff will provide an overview of the program and the proposed call for projects and selection criteria.

Performance Measure(s) Addressed: Air Quality

3:00 – 3:10

11. **Metropolitan Planning Organization Milestone Policy and Project Tracking Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will provide a status report on the Fiscal Year (FY) 2025 Project Tracking and Milestone Policy Round 2 projects.

Background: The Milestone Policy was adopted by the Regional Transportation Council (RTC) to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinate with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 11.1](#). FY2025 Project Tracking status updates can be found in [Electronic Item 11.2](#). A summary of the status reports can be found in [Electronic Item 11.3](#).

Performance Measure(s) Addressed: Roadway, Transit

3:10 – 3:20

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. *Camille Fountain* – 2025–2026 Regional Safety Advisory Committee Membership Appointment Deadline: June 27, 2025 ([Electronic Item 12.1](#))
2. *Daniela Tower* – 2025 Ozone Season Update ([Electronic Item 12.2](#))
3. *Daniela Tower* – Air Quality Update for Industries Meeting Tentative Date: June 10, 2025 ([Electronic Item 12.3](#))
4. *Joaquin Escalante* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
5. *Joaquin Escalante* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 12.4](#))
  - April Public Meeting Minutes ([Electronic Item 12.5](#))
  - March – April Public Comments Report ([Electronic Item 12.6](#))
  - June Public Meeting Notice ([Electronic Item 12.7](#))

13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled at ***1:30 pm on June 27, 2025.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, April 25, 2025**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 25, 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.

1. **Approval of March 28, 2025, Minutes:** The minutes of the March 28, 2025, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Chad Marbut (S). The motion passed unanimously.
2. **Consent Agenda:**
  - 2.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council (RTC) approval of funding for the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds was requested.
  - 2.2. **Endorsement of Funding Recommendations to Upgrade Existing Charging Stations:** Committee endorsement of funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure Project was requested.
  - 2.3. **Endorsement of High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express Facility:** Committee endorsement of funding that was approved by the Regional Transportation Council on April 10, 2025, in the amount of \$1 million in Regional Toll Revenue (RTR) funding for the High Occupancy Vehicle (HOV) 2/3+ Subsidy associated with the North Tarrant Express (NTE) corridor was requested.
  - 2.4. **Endorsement of Funding for Interstate Highway 30 Canyon Project Cost Overrun:** A recommendation for Surface Transportation Technical Committee (STTC) endorsement of \$196,350,870 approved by the Regional Transportation Council (RTC) to cover a cost overrun at letting on the Interstate Highway (IH) 30 Canyon project, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding.

A motion was made to approve Items 2.1, 2.2, 2.3, and 2.4 on the Consent Agenda. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.
3. **Safety Program - Strategic Selection of Safety Corridors:** Natalie Bettger presented a recommendation for Regional Transportation Council (RTC) approval of the strategic selection of safety corridors to reduce speed and aggressive driving.

A motion was made to recommend Regional Transportation Council approval of the process, criteria, and schedule for the strategic selection of enforcement corridors, along with administratively amending the North Central Texas Council of Governments and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents. Kelly Porter (M); Farhan Butt (S). The motion passed unanimously.

4. **2025 Title VI Program Updates:** Emily Beckham presented a recommendation for Regional Transportation Council (RTC) approval of updates to the Metropolitan Planning Organization's Title VI Program, including the Title VI/Nondiscrimination Policy Statement. An updated Title VI Program must be submitted to the Federal Transit Administration no later than May 31, 2025.

A motion was made to recommend Regional Transportation Council approval of Title VI/Nondiscrimination policy statement and updates to the Metropolitan Planning Organization Title VI Program. Freddie Ortiz (M); Kelly Porter (S). The motion passed unanimously.

5. **2025 Transportation Alternatives Call for Projects Funding Recommendations for the North Central Texas Region:** Daniel Snyder provided information regarding the Transportation Alternatives Program, an overview of the applications received, and the evaluation process. A recommendation for Regional Transportation Council approval for projects to select for funding was provided and action requested.

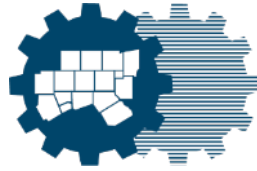
A motion was made to recommend Regional Transportation Council (RTC) approval of the list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided and administratively amend the Transportation Improvement Program/ Statewide Transportation Improvement Program (TIP/STIP) and other planning/administrative documents to incorporate these changes. In addition, the following previously approved program rules were reiterated: project sponsors must execute an agreement (AFA) with the Texas Department of Transportation within one year of the funding award by the RTC/inclusion in the TIP/STIP, and projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed. Mark Nelson (M); Robert Woodbury (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris briefed the Committee on the following topics listed on the agenda:
  1. New North Central Texas Council of Governments Executive Director, (soon to be former) Judge Todd Little, Ellis County
  2. No Proposed Regional Transportation Council Meeting in May
  3. May Surface Transportation Technical Committee Meeting Will Be Virtual as Well
  4. Department of Defense Reimbursement
  5. Progress on Federal Discretionary Grants
7. **Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Mediation via Regional Transportation Council:** Michael Morris summarized the concluding steps of the Dallas Area Rapid Transit (DART) legislation process. Judge Clay Jenkins, RTC Chair and Dallas County Judge, led a mediation process with all parties resulting in two new DART resolutions. Some legislators wish for the mediation process to continue. In addition, the Regional Transportation Council (RTC) approved a local bill instructing the North Central Texas Council of Governments (NCTCOG) RTC to propose a new regional transit institutional approach addressing Transit 2.0 results, member city concerns, new member city wishes, and the Texas Department of Transportation (TxDOT) interests. Input from the North Texas Legislation delegation will be requested.
8. **Mobility 2050 and Conformity: Regional Transportation Council Adoption Process:** Amy Johnson and Jenny Narvaez provided information on the public comment period for Mobility 2050 that opened on April 7, 2025. As the mobility plan transitions from active development to a feedback stage, staff highlighted external factors that may have significant implications on plan recommendations and the air quality conformity determination

schedule. Staff also presented public comments received to date, along with a brief overview and preliminary results of the federally required air quality conformity analysis.

9. **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.
10. **Fast Facts:** Staff provided a brief presentation on each item below:
  1. *Jill Krauter* – Regional Bike Safety Action Plan ([publicinput.com/bikesafety](http://publicinput.com/bikesafety))
  2. *Daniela Tower* – 2025 Ozone Season Update
  3. *Juliana Vandeborn* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
  4. *Juliana Vandeborn* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
  5. Written Progress Reports: Partner Progress Reports, March Public Meeting Minutes, February – March Public Comments Report, May Public Meeting Notice were provided in the mailing.
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled to be held virtually at **1:30 pm on May 23, 2025.**





# Approval to Participate in Regional Energy Management Assistance Program and Use RTC Local Funds as Match

Joaquin Escalante

Air Quality Planner

Surface Transportation Technical Committee

5.23.2025

# Regional Energy Management Assistance Program Background

## Background:

Funding provided by Department of Energy (DOE) through the State Energy Conservation Office (SECO)

Work completed collaboratively by North Central Texas Council of Government's Environment and Development and Transportation Departments since 2018

## Purpose:

Assist local governments in improving energy efficiency and grid reliability to reduce ozone-forming pollution from energy sector

## Key Transportation Activities:

- Assist local governments with energy reporting required by Texas Health and Safety Code 388.005(c)
- Increase regional knowledge on building codes related to electric vehicles
- Support the integration of distributed energy resources with transportation infrastructure
- Create and maintain regional resources, including the Conserve North Texas and Go Solar Websites



# Next Steps & Upcoming Deadlines

New Request for Proposals for Regional Energy Management Assistance Program expected to be issued by the State Energy Conservation Office in Summer 2025

Federal funding and match requirement will be split between NCTCOG Transportation and Environment and Development departments

**NCTCOG anticipates requesting approximately \$125,000 for the Transportation Department for FY26**

If awarded, the Transportation Department will be required to provide 20%

Potential opportunity for two one-year contract renewals at similar funding levels

Staff requests approximately \$25,000 of RTC Local Funds per FY to cover match through FY28

Milestone	Key Date
Surface Transportation Technical Committee Action	May 23, 2025
Regional Transportation Council Action	June 12, 2025
State Energy Conservation Office Opens Request for Proposals	Summer 2025



# Action Requested

## Recommend Regional Transportation Council approval of:

Transportation Department participation in an application to SECO's Regional Energy Management Assistance Project for approximately \$125,000 for fiscal year 2026, and acceptance of contract extensions and additional funding as made available by the State Energy Conservation Office

Use approximately \$25,000 per fiscal year of RTC Local Funds to fulfill Transportation Department share of match requirements

Authorize staff to administratively amend the Unified Planning Work Program and other planning/administrative documents



# For More Information



Joaquin Escalante

Air Quality Planner

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Lori Clark

Senior Program Manager & DFW Clean Cities Director

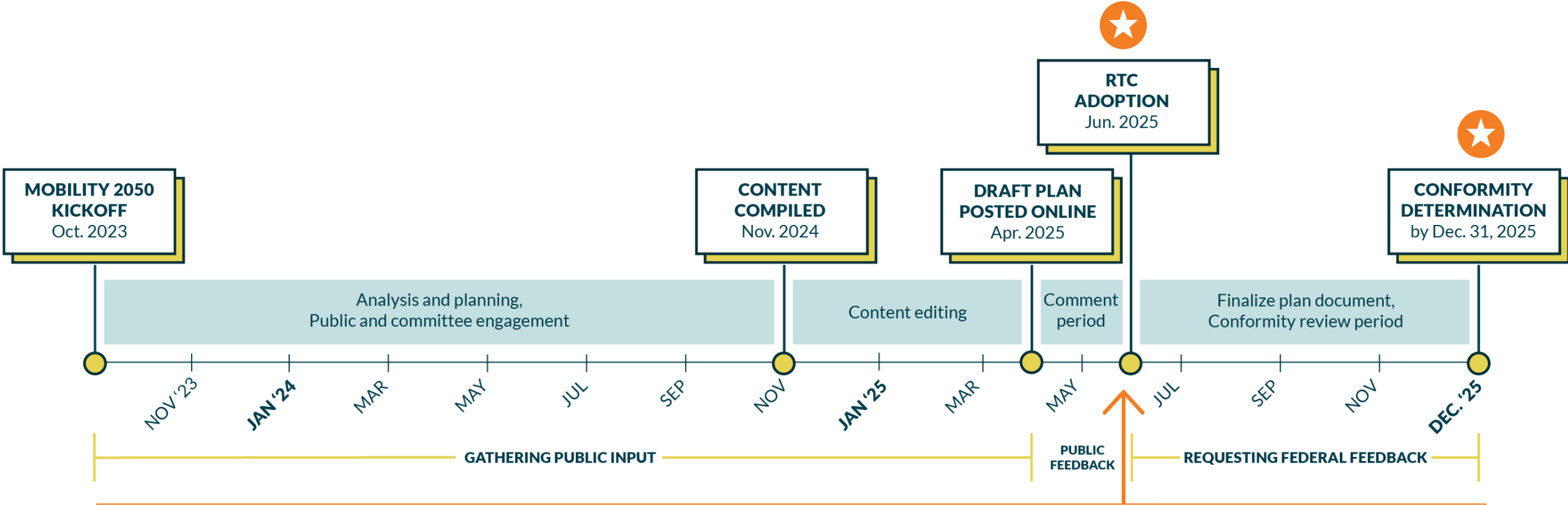
[lclark@nctcog.org](mailto:lclark@nctcog.org) | 817-695-9232





*Surface Transportation Technical Committee*  
*May 23, 2025*

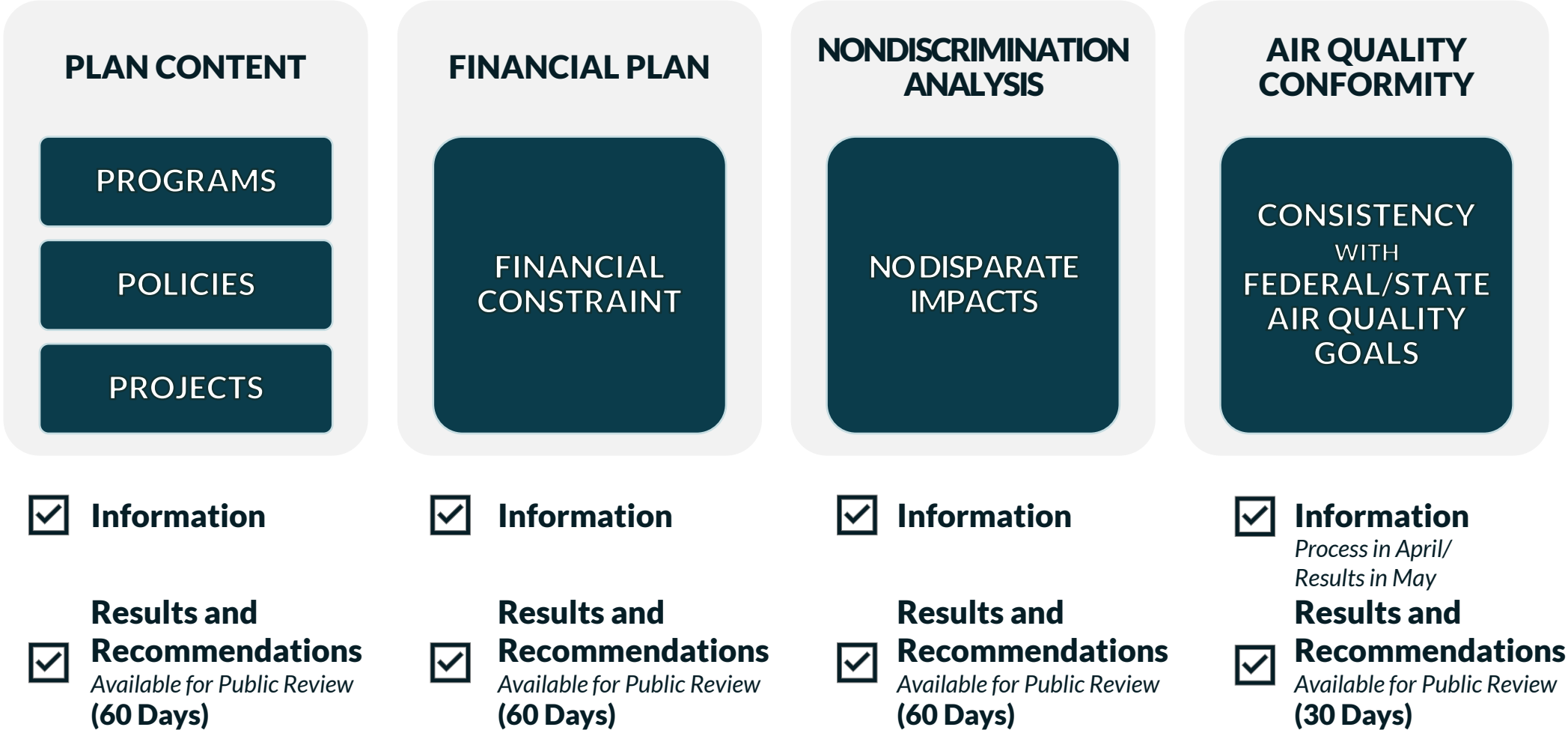
# Plan Development Timeline



- Draft Plan posted online with refreshed documents as of May 16
- Public comment period initiated (April 7)
- Action requested today to recommend RTC adopt Mobility 2050



# Major Mobility Plan Components

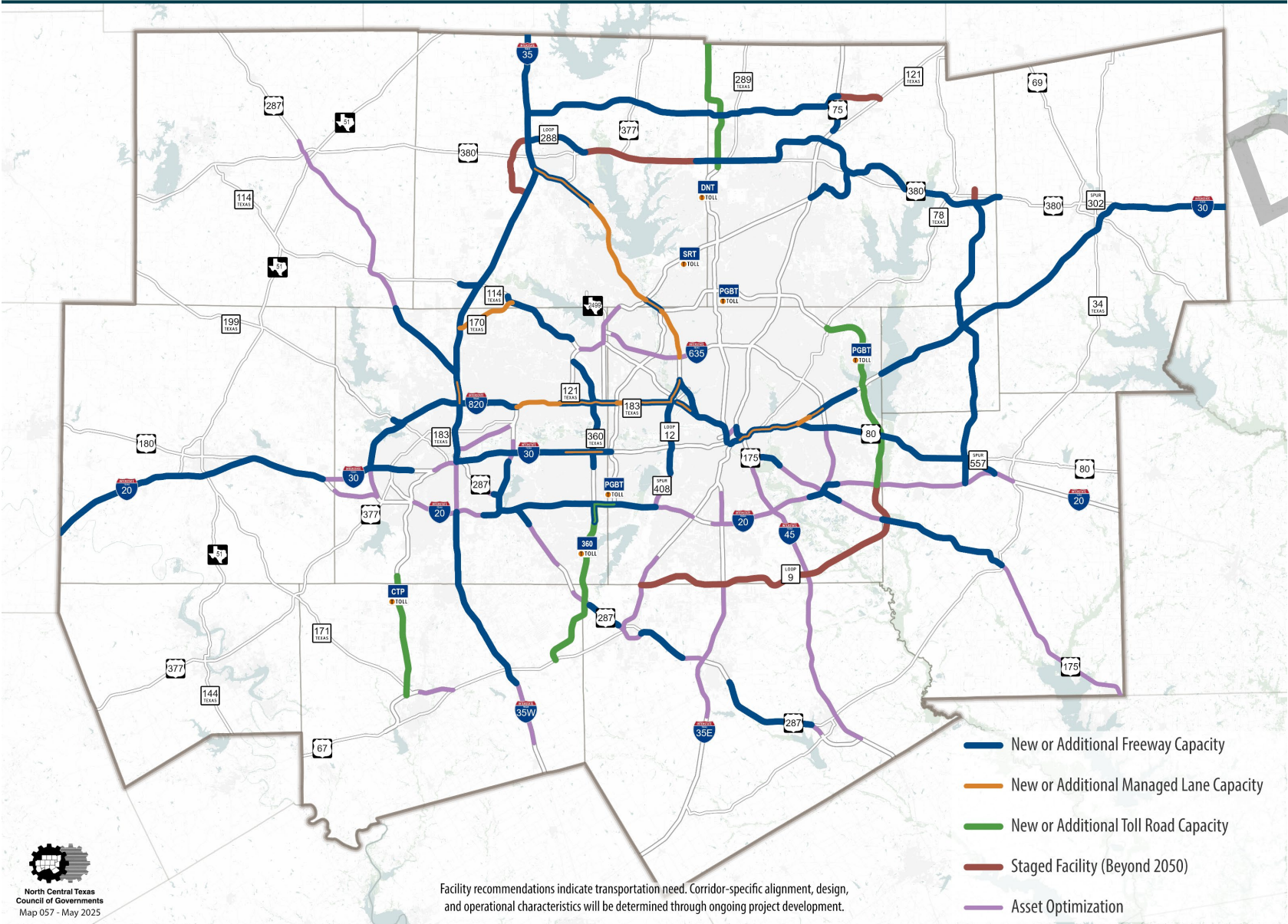


# Draft-Final Financial Plan

Full matrix of costs and revenues available  
in the draft Financial Chapter at  
[www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).

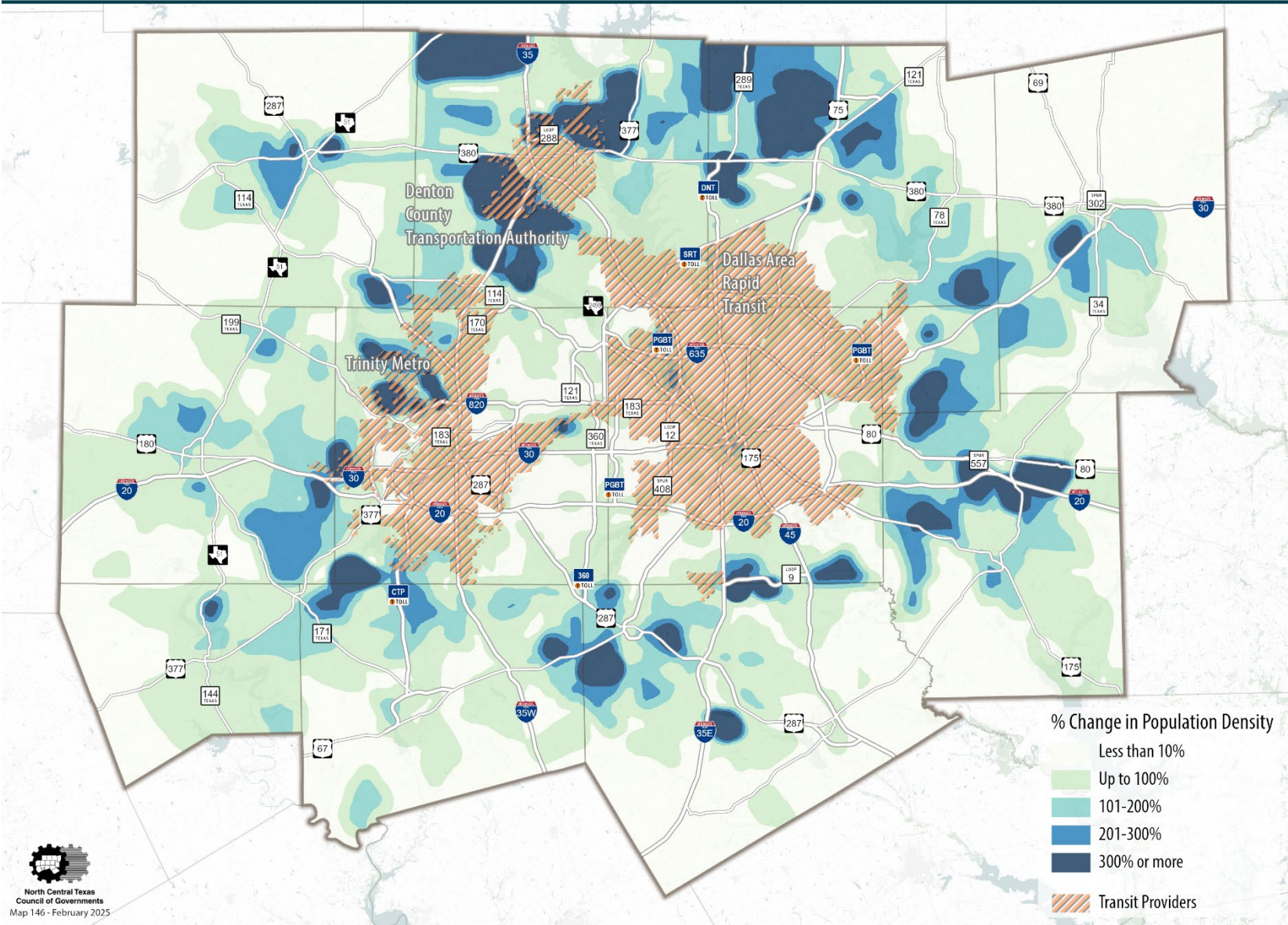
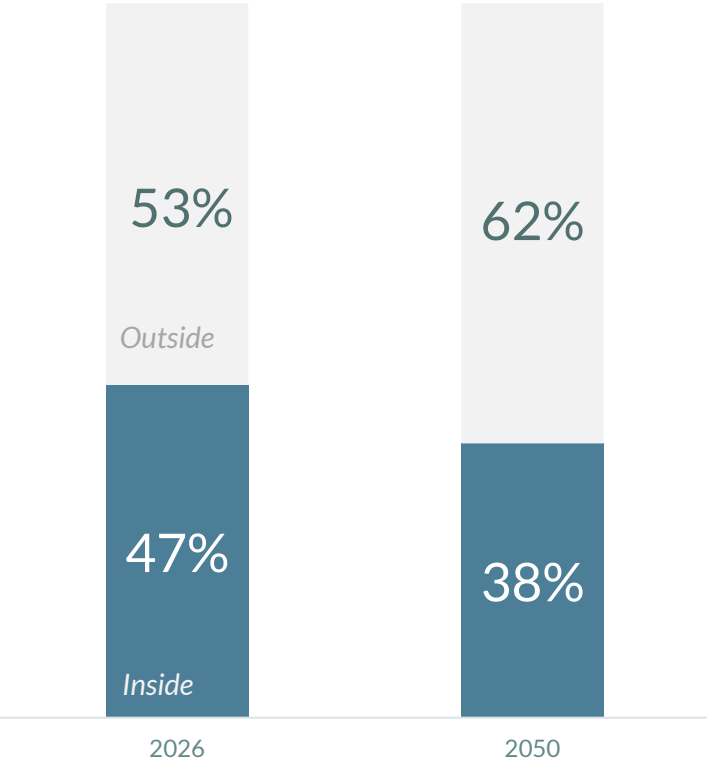
DRAFT	DRAFT Mobility 2050	Last Meeting	Δ Today - Previous
Infrastructure Maintenance <sup>1</sup>	\$29.8	32.1	Validate/finalize Asset Optimization recommendations
Management & Operations	25.7	23.9	Assess/finalize data for transit operations
Strategic Policy Initiatives <sup>2</sup>	6.4	6.4	-
Rail & Bus	57.9	56.0	Detailed validation of transit programs for rail, bus, and other technologies
Freeways/Tollways, Managed Lanes, and Arterials	97.5	97.4	Final refinements to project scope and cost
Total, Actual \$, Billions	\$217.3 B	215.8 B	

*Values may not sum due to independent rounding*



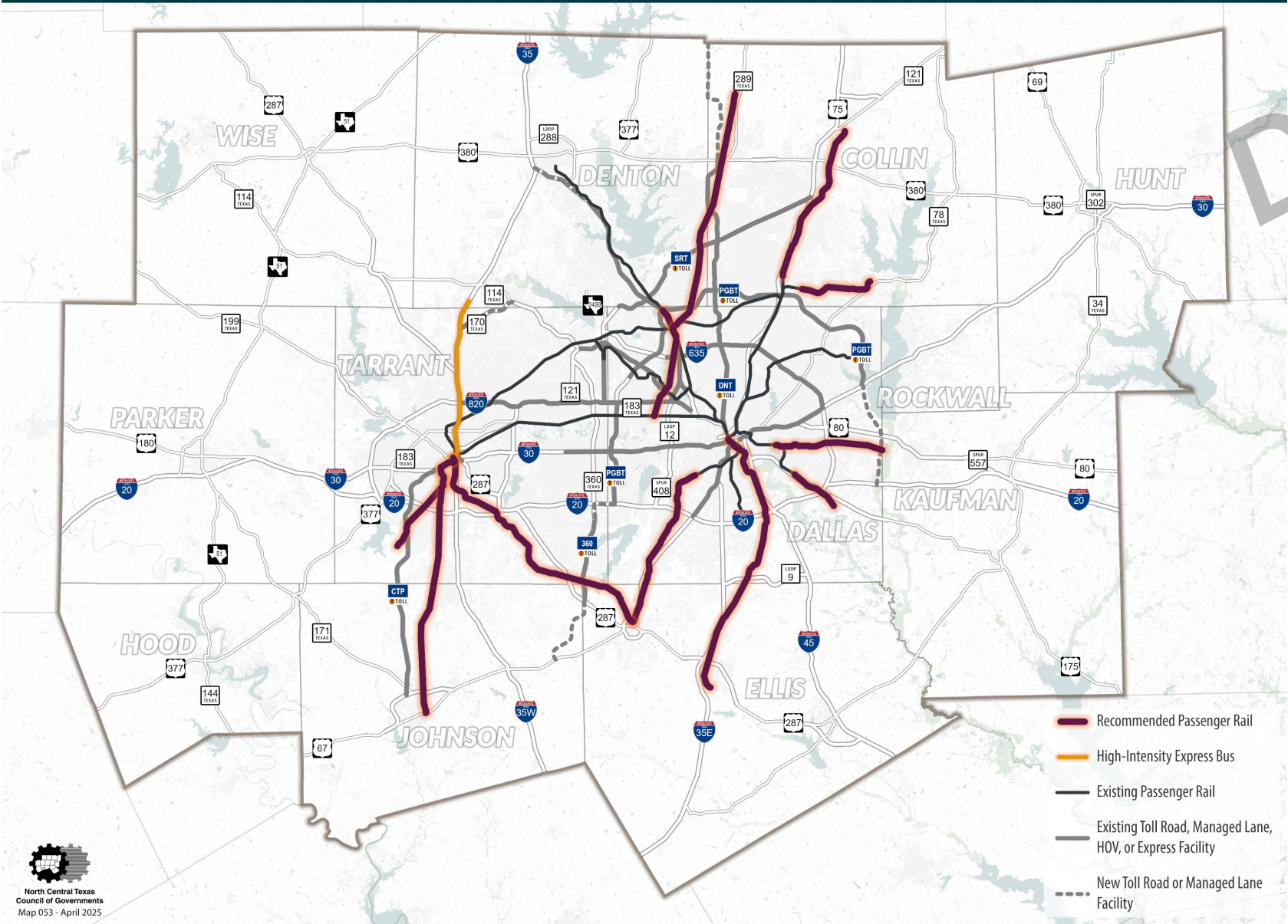


# Population within Transit Authority Service Areas



North Central Texas  
Council of Governments  
Map 146 - February 2025





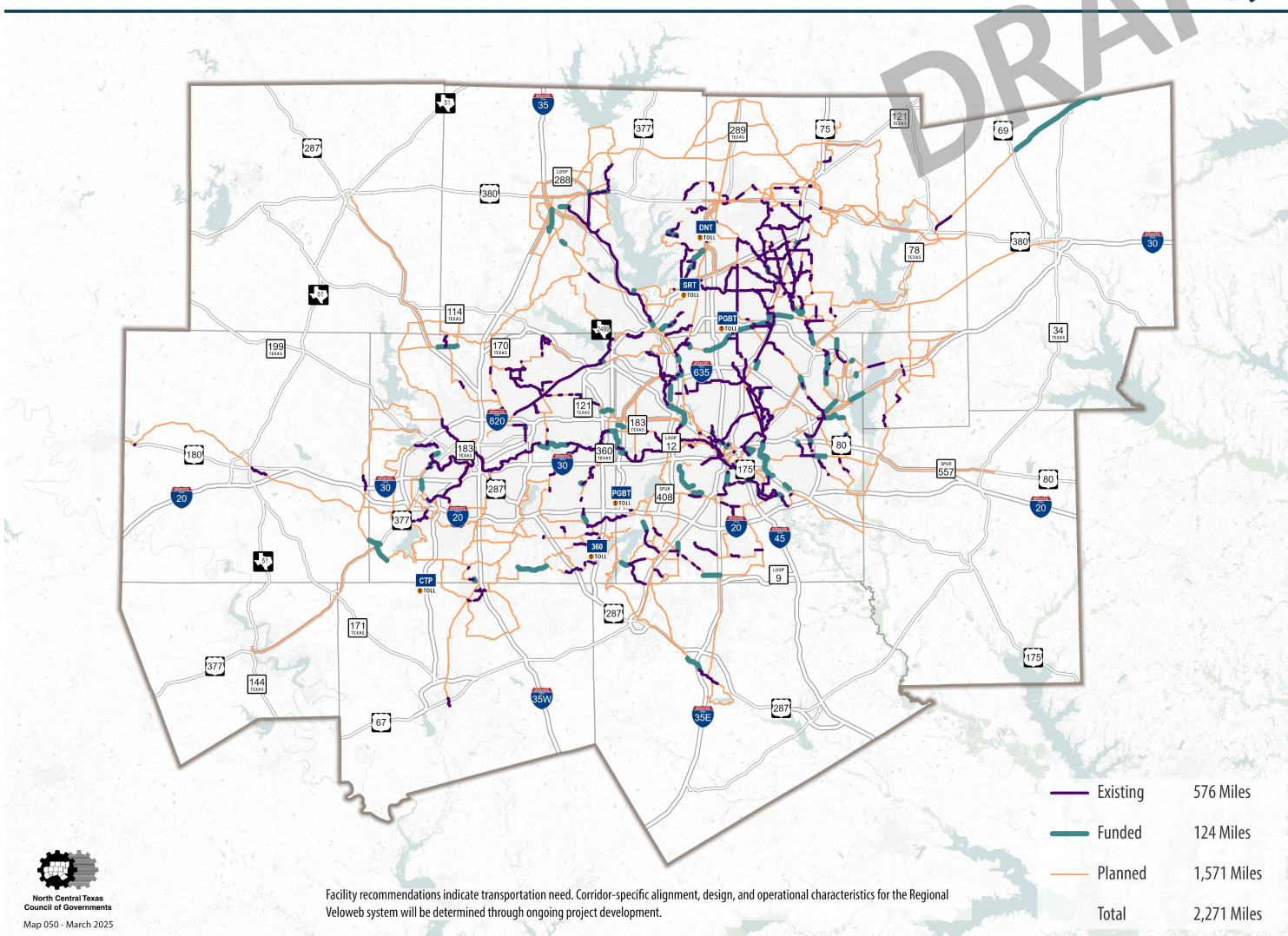
DRAFT



# Active Transportation Recommendations

Regional Veloweb

MOBILITY2050



# Policies and Programs: Highlights

- Reorganized/updated Air Quality, Clean Fuels, and Freight programs and policies, but majority carry over from previous plan
- Updates to land use and mobility options policies and programs to reflect Transit 2.0
- New Policy Bundle policy and program offer flexibility for timing when rounds are opened and allow for continuous improvement

*Full policy and program listings available at  
[www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).*

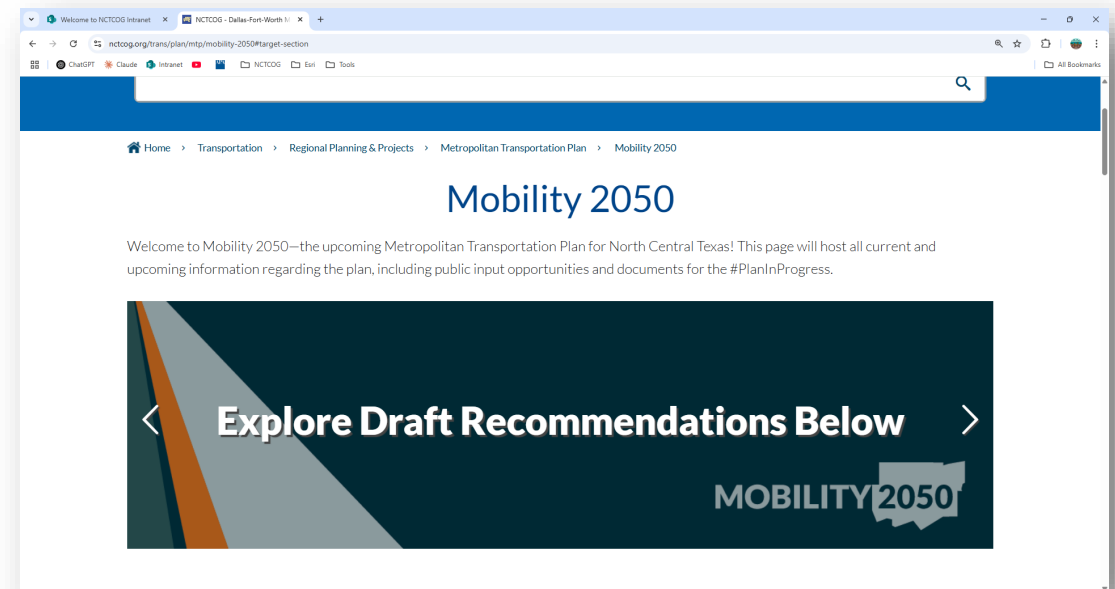


# Public Comment Period

## Comments Received since April 7\*

- Suggestions to shift Collin/Rockwall Outer Loop east (2)
- Letter received asking if there are plans to expand transit service areas (1)
- Comment urging public-sector support for infrastructure to complement/support autonomous vehicles (1)

[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)

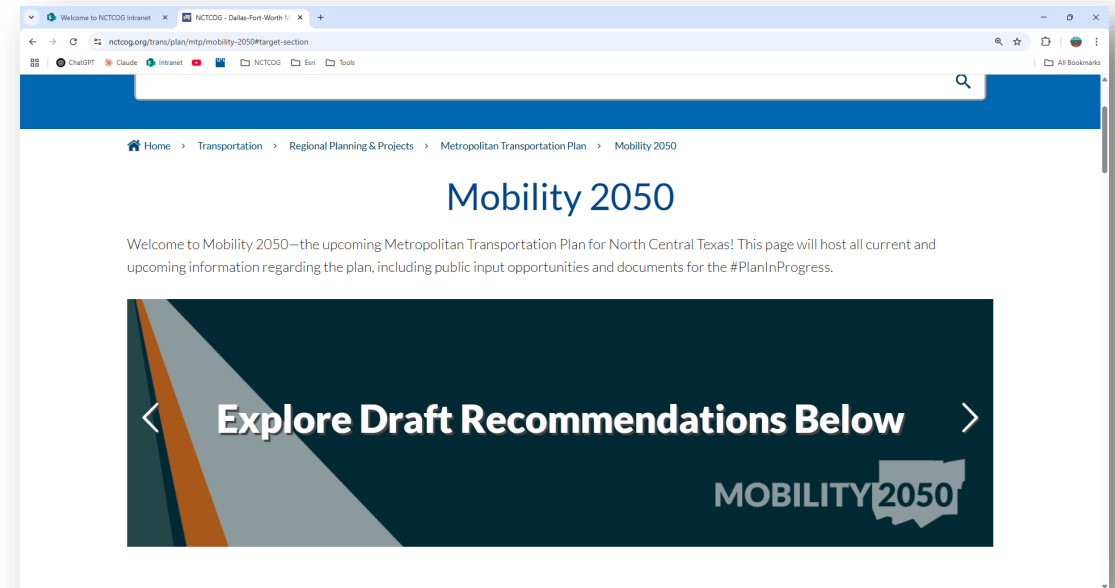


# Public Comment Period

## Changes to Documentation since April 7\*

- Technical or editorial updates (e.g., corrections, updated data, finalized analysis results)
- Finalized chapters/sections (Regional Performance, Financial Plan)
- Table and map updates (finalized details)

[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)

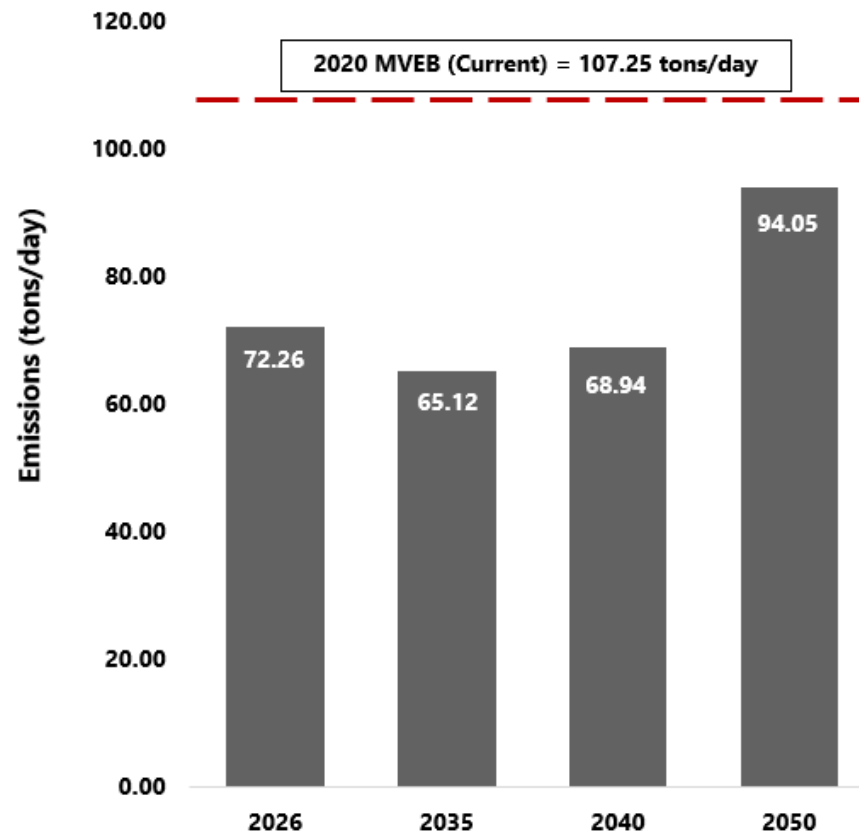


# Transportation Conformity

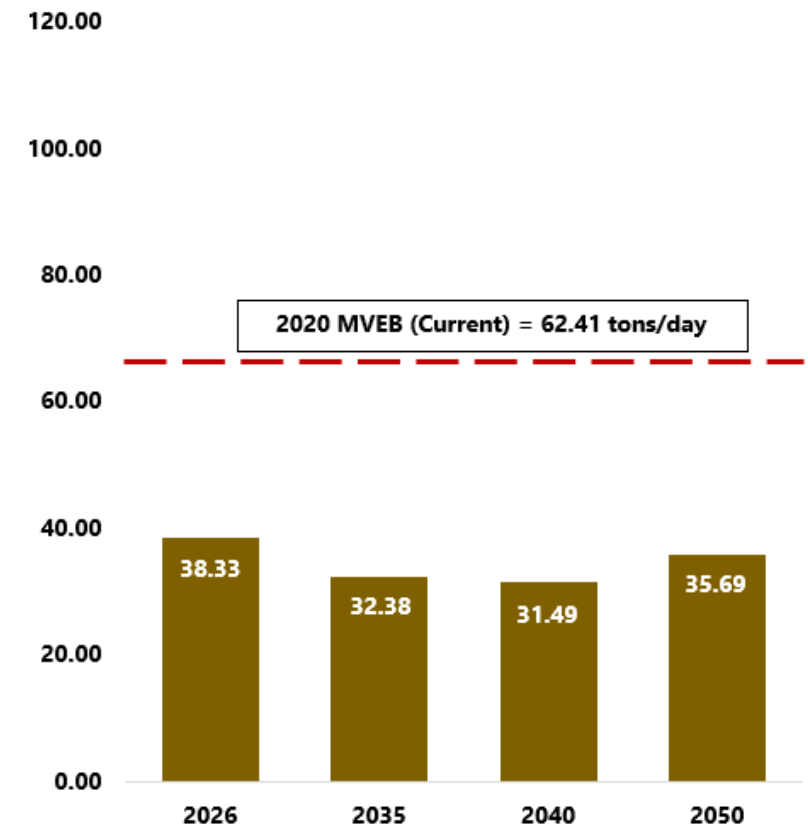
# 2025 Transportation Conformity Analysis Results

DRAFT

Nitrogen Oxides (NO<sub>x</sub>)  
(Tons/Day)



Volatile Organic Compounds (VOC)  
(Tons/Day)





# 2025 Transportation Conformity Analysis Results

## **OBSERVATIONS AND INTERPRETATION**

Vehicle Miles Traveled

Speeds

Vehicle Technology

Rural/Suburban Sprawl

# Schedule to Adoption

Time Frame	Milestone
January 2025	Financial Plan and Emerging Focus for Plan (Information)
March 2025	Demographic Review and Plan Recommendations (RTC Action, STTC Information)
<b>April-May 2025</b>	<b>Required 60-day Public Comment Period May – STTC Action (Plan and Air Quality)</b>
June 2025	RTC Action to Adopt Mobility 2050
July – December 2025	Federal Transportation Conformity Review Period

*All recommendations and documentation, including policies, programs, and projects in Mobility 2050 can be found online at [www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).*

# Action Requested

The Surface Transportation Technical Committee endorses the projects, programs, and policies contained in Mobility 2050 and recommends the Regional Transportation Council adopt Mobility 2050 and associated 2025 Transportation Conformity as presented.



# Mobility Plan Contacts



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# Conformity Contacts



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## Comments Received on Mobility 2050 Draft During Public Comment Period

#	Name/ Organization and Date	Source	Comment	Response
1	Julie Kilgore 2/12/2024	Email	Hwy 78 needs to be converted to an 8 lane elevated freeway. Improve and expand on the existing thoroughfares.	Thank you for your comment. We will provide your comments to the Regional Transportation Council through the public comment report.
2	Omayra Mata 3/27/2024	Email	<p>Good morning,</p> <p>I am inquiring about any upcoming public meetings for Mobility 2050. I see your last meeting was held in October 2023.</p> <p>Thank you.</p>	<p>Good morning, Omayra</p> <p>Thank you for your message. Our next public meeting is scheduled for Tuesday, April 9 @ 12pm Noon. You may attend the meeting in person at our office located at 616 Six Flags Drive Arlington, TX 76011, or watch the presentations live at <a href="http://publicinput.com/nctcogApril24">publicinput.com/nctcogApril24</a>. You may also participate via phone by dialing 855-925-2801 then code 10201. A video recording will be made available afterward.</p> <p>COMMENTS &amp; QUESTIONS  Email: <a href="mailto:nctcogApril24@publicinput.com">nctcogApril24@publicinput.com</a>  Website: <a href="http://publicinput.com/nctcogApril24">publicinput.com/nctcogApril24</a>  Phone: 855-925-2801 (Enter code 10201)  Fax: 817-640-3028  Mail: P.O. Box 5888  Arlington, TX 76005</p> <p>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: <a href="http://arlingtontx.gov/ondemand">arlingtontx.gov/ondemand</a>.</p> <p>For special accommodations due to a disability or language translation, contact 817-695-9255 or <a href="mailto:jcastillo@nctcog.org">jcastillo@nctcog.org</a>. Reasonable accommodations will be made.</p> <p>Thank you,  NCTCOG Metropolitan Transportation Planning Team</p>
3	Senka Anastasova 5/1/2024	Email	<p>Hi all,</p> <p>I am a traveler from Europe, driving ADA scooter coming for visit to Dallas. Could you help me on 2 questions please?</p>	<p>Greetings,</p> <p>Thank you for reaching out. I understand you are looking for paratransit services accommodating a scooter for a visit to the Dallas and Plano areas.</p>

#	Name/ Organization and Date	Source	Comment	Response
			<p>1. I need to book transport from the airport to the downtown hotel , taxi or bus with access for the scooter, what should I do please, would you like to help me please?</p> <p>2. I need to go to the hospital from Downtown Dallas to Plano and back daily so can I use something like bus for ADA transit persons, I am traveling with my healthcare, should I have something like permission card traveling around the city. Please recommend and help me.</p> <p>Thanks a lot, Anna</p>	<p>Dallas Area Rapid Transit, known as DART, provides these types of transportation services and I would recommend reaching out to them directly to inquire about arrangements for your visit. They usually honor the paratransit status from other US transit agencies, so they might be able to accommodate an international rider if they are traveling within DART's service area. You can reach DART at +1-214-828-6717.</p> <p>Thank you, Gypsy Gavia</p>
4	Mary Lynne McIntyre 8/6/2024	Email	<p>Greetings,</p> <p>I just read your mobility plan online and I am quite surprised your immediate focus is on traffic lights and accidents. While this is necessary, please, please consider focusing on congestion as a priority, as this is of the utmost importance. If anything, please remove the HOV lanes on 75 Central Expressway, as no one in Dallas carpools. Congestion is caused not only by the population increase to the metroplex, but also by ignorant drivers. Drivers are not aware of the "fast lane" and clog traffic. This is visible when I do have another passenger in my vehicle and I am able to use the HOV lane; as I pass these drivers who seem to be in "another world" they clog traffic behind them for miles.</p> <p>Please consider tunneling under 75 Central Expressway to give those of us who live in Plano, for example, a straight shot to downtown Dallas. Another idea is going above Central to have two lanes for those of us who commute to downtown, without an off-ramp until we reach I-35.</p> <p>I am amazed you are looking at a 25-year plan. Surely this growth was expected, and surely we can do better. I will be retired by then. What are you doing in the near-term? We have a surplus in Texas and we are a wealthy state. The funds alone from the State Lottery should support this initiative. If this were a corporation and they presented a 25-year plan,</p>	<p>Dear Ms. McIntyre:</p> <p>Thank you for your feedback on our Mobility Plan. We hear your desire to prioritize congestion relief, which aligns with the sentiments of many Dallas-Fort Worth residents. Your input on the US 75/Central Expressway corridor to downtown Dallas is duly noted. We are providing contact information for the Texas Department of Transportation's Public Information Officer, who may be able to provide more detailed information on their recent work to the US 75 corridor and its status: Tony Hartzel <a href="mailto:tony.hartzel@txdot.gov">tony.hartzel@txdot.gov</a> (214) 317-0251.</p> <p>In response to your concern regarding immediacy, as the region's Metropolitan Planning Organization, we are federally mandated to update our long-range Metropolitan Transportation Plan (MTP) at least every four years with a federally designated time horizon of at least 20 years. While our longer-term outlook aims to accommodate projected growth, the plan also recognizes the need for immediate solutions to current challenges such as congestion, safety, multimodal options such as transit and active transportation, and increasing access to important destinations like jobs, education, healthcare, and healthy food. While the MTP is one of NCTCOG's core planning documents, NCTCOG also develops and maintains the short-term Transportation Improvement Program, which outlines projects moving forward over a four-year timeframe. We strive to balance long-term vision with near-term actions that can enhance</p>

#	Name/ Organization and Date	Source	Comment	Response
			<p>they would be laughed right out of a job. Immediacy is needed here.</p> <p>Thank you.</p> <p>Mary Lynne McIntyre Concerned Citizen</p>	<p>mobility for all. You can view the Transportation Improvement Program at <a href="https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs">https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs</a>. Your engagement is crucial as we strive to develop a more efficient and sustainable transportation network for our region. Please do not hesitate to reach out with any further input or questions.</p> <p>Thank you, Gwen D   NCTCOG</p>
5	Bethany and Jonathan Kempfe 1/22/2025	Email	<p>To whom it may concern,</p> <p>My husband and I are the owners of [REDACTED] [REDACTED] This is our formal plea to halt the destructive consideration of building the outer loop behind our neighborhood, High Point Lake Estates. We are undoubtedly against it, as it will be our backyard. It will not only ruin our view of the fields of cattle but be a detrimental disruption to our lives.</p> <p>We lived in very loud Uptown Dallas, TX for 6 years before deciding to return to our country roots and move to south Rockwall, TX in the High Point Lake Estates neighborhood. The decision was not taken lightly as we combed the DFW area for months looking for a bit of land and a quiet neighborhood we would call home for years to come. We are distraught and devastated to learn that this very land we call home would back up to the potential outer loop. In fact, our plot would be one of the closest and most affected by it being built. We moved to the country where we could have peace. This outer loop will destroy our reality as it is right now.</p> <p>We beg of you to reconsider as we do not condone this decision to have the outer loop infringe upon our peace. STOP THE OUTER LOOP being built anywhere near HPLE. Please, please move it to another area. Do not destroy this peaceful community and life.</p> <p>Sincerely, Bethany and Jonathan Kempfe</p>	<p>Hello,</p> <p>Thank you for contacting the North Central Texas Council of Governments (NCTCOG). We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in the draft Metropolitan Transportation Plan for North Central Texas, Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast. The Mobility 2050 draft is available for review and public comment at <a href="http://www.nctcog.org/PlanInProgress">www.nctcog.org/PlanInProgress</a>. The plan is scheduled to be adopted by the Regional Transportation Council on June 12, 2025.</p> <p>While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at</p>

#	Name/ Organization and Date	Source	Comment	Response
				<p>liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.</p> <p>Thank you, Gwen D   NCTCOG</p>
6	Rachelle Wittmayer 1/23/2025	Email	<p>Dear Governor Abbott, State Departments and Rockwall County Officials,</p> <p>What good is our Government if they don't protect the health and safety of our communities? Like many of our neighbors, we moved to Rockwall County to provide a safe community to raise our kids in. A place rid of the hell that plagues many of our cities/suburbs here in the US such as pollution, sex-trafficking, theft, high-density housing, and more. To the surprise of many South Rockwall Residents who purchased property off of FM 548, an 8-lane highway is being proposed to run adjacent to our homes bringing this hell to fruition. To my understanding, the Rockwall Outer Loop was never responsibly disclosed by previous elected officials, County or State, nor was funding ever approved by the taxpayers of Rockwall for this atrocity. These same officials allowed builders to build, destruct and deceive at the expense of taxpayers livelihoods and serenity.</p> <p>The Rockwall Outer Loop DOES NOT HELP the majority of Rockwall Residents. Rockwall County is the smallest county in Texas with 149 square miles of space. Why should it need two major highways running through it when other counties could benefit from a highway?</p> <p>What Rockwall Resident's need is a halt to any further housing developments and improve the current infrastructure to provide quality living to the residents that currently reside here. We need adequate East to West expansions of current roads and plentiful water supply. Instead, what we are dealing with is a conglomerate of greedy pocket lining people (D.R. Horton, former Rockwall Commissioners, former County Judge Hogan, Rockwall's road consultant ITS linked to Lochner, Commissioner Macalik, Amazon, etc.) that have been</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>working diligently to undermine the actual safety and health needs of Rockwall Residents. Lastly, it's extremely telling when the majority of individuals advocating for a specific agenda all point to the same results that negatively impact the future of the community. Something is really wrong. It infuriates me that those supporting the health and well-being of Rockwall are in the minority.</p> <p>We need YOU, our elected officials and state employees, to stop the decay of our area. Please help the integrity of Rockwall remain intact or at least what's left of it.</p> <p>Rockwall County Resident,  Rachelle Wittmayer  Romans 12:21 "Do not be overcome by evil, but overcome evil with good"</p>	
7	Tara Edwards 2/4/2025	Email	<p>I am currently a resident in Rockwall County and reside in High Point Lake Estates. I am writing you this email because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the floodplain. This will bring many issues to a peaceful country area of Rockwall County. An elevated highway directly adjacent to a community of 400 homes will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community. This will chase wild animals from their habitat, bringing the potential for more water to be sent to the floodplain causing a risk for existing homes.</p> <p>Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. Existing roads need to be widened to improve traffic flow within the county, which has been promised to us for almost a decade. WE DO NOT WANT THIS LOOP. We need SH205 widened. This will not help any resident of Rockwall county, only big money donors. [REDACTED]</p> <p>[REDACTED] And excuse my language, [REDACTED]</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
8	Shay Singleton 2/5/2025	Email	<p>Good afternoon,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. There are currently Water supply issues. If additional housing and traffic is added to the area it will only get much worse and sky rocket prices. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time, Shay Singleton   American Fire Protection Group</p>	<ul style="list-style-type: none"> <li>• Same response as provided in line 5</li> <li>• Thank you for your comment. Your concern is registered. Michael Morris</li> </ul>
9	Lisa Williams 2/5/2025	Email	<p>Good afternoon,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time.</p>	<ul style="list-style-type: none"> <li>• Same response as provided in line 5</li> <li>• Thank you for your comment. Your concern has been registered. Michael Morris</li> </ul>
10	Chauntelle Fox 2/5/2025	Email	Good afternoon,	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time.</p>	
11	Michelle Hutchison 2/5/2025	Email	<p>To all this may concern,</p> <p>I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my literal backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time. Please save our kids from the higher crime risk and a life that we chose to move away from. State Representatives please do right and stop the High Density housing and Highway from ruining our area.</p> <p>Sincerely, Michelle Hutchison</p>	Same response as provided in line 5
12	Cory Stevens 2/5/2025	Email	<p>Good Evening,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or</p>	Same response as provided in line 5



#	Name/ Organization and Date	Source	Comment	Response
			<p>preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.</p> <p>As such, I am <u>opposed</u> to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south.</p> <p>I am pleading with you to reconsider the Rockwall County Outer Loop location. Thank you for your consideration.</p> <p>Thank you! Cory Stevens</p>	
13	Amy Jones, Amy J's Transportation 2/6/2025	Email	<p>To all this may concern,</p> <p>I am a current Rockwall resident. I am opposed to the irresponsible build of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time.</p> <p>State Representatives please do right and stop the High Density housing and Highway from ruining our area. And consider where it will be more beneficial. We have no need for it and moved to the country to get away from the loud sounds of the highways. Majority of the homes in this area have over 1 acre lots and we don't require fast access to a 8 lane highway.</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>Please consider putting it closer to the city where it will be more beneficial and necessary.</p> <p>Sincerely, MC Thank you, Amy Jones   Amy J's Transportation</p>	
14	Missy Wadham 2/6/2025	Email	<p>Dear Officials,</p> <p>I am writing to formally express my opposition to the proposed TXDOT Outer Loop Project along FM 548. As a resident of High Point Lake Estates, which directly backs up to FM 548, and as a professional Realtor with over 23 years of experience, I have a deep understanding of the significant negative impact this project will have on our community, property values, and overall quality of life. Below, I have outlined several critical concerns regarding the project:</p> <p>1. Devaluation of Property The introduction of this loop will significantly reduce property values not only in High Point Lake Estates but also in surrounding acreage neighborhoods. Historically, properties adjacent to freeways experience slower appreciation due to noise and air pollution. Studies have shown that homes abutting a freeway can suffer a value decline of up to 16%. The long-term economic consequences for homeowners and sellers in South Rockwall will be devastating.</p> <p>2. Increased Traffic and Safety Concerns This project will exacerbate congestion along FM 548 and Highway 205, increasing the likelihood of accidents and fatalities. Expanding Highway 205 will be futile if the loop brings an overwhelming influx of traffic from surrounding cities. The additional volume of vehicles will place immense strain on local infrastructure, creating hazardous driving conditions.</p> <p>3. Noise Pollution South Rockwall attracts buyers seeking a peaceful, rural atmosphere. The noise generated by this highway will disrupt</p>	<ul style="list-style-type: none"> <li>• Same response as provided in line 5</li> <li>• Thank you for your comment. Your concern has been registered. Michael Morris</li> </ul>

#	Name/ Organization and Date	Source	Comment	Response
			<p>the tranquility that makes this area desirable, significantly impacting residents' quality of life. Noise pollution has been directly linked to lower property values, increased stress, and health concerns.</p> <p>4. Air Pollution and Environmental Hazards The increased presence of cars, trucks, and semis will lead to heightened air pollution, adversely affecting the health of our residents. Vehicle emissions contribute to respiratory illnesses and environmental degradation. Preserving the clean air and natural beauty of South Rockwall should be a priority.</p> <p>5. Crime and Public Safety Risks The construction of a major highway brings increased transient activity, often leading to higher crime rates. This threatens the safety of Rockwall families, particularly our children, and raises concerns about potential home burglaries. We cannot afford to compromise the security and well-being of our community.</p> <p>6. Impact on South Rockwall's Desirability South Rockwall's charm lies in its quiet, country-like setting. As a Realtor, I work closely with buyers who seek this environment. The presence of a major freeway will deter potential homebuyers, making it more difficult for homeowners to sell their properties at fair market value. A decrease in home prices leads to lower appraisals, ultimately reducing the desirability of the area as a whole.</p> <p>Supporting Data Research has consistently shown that homes located within 500 feet of a freeway experience depreciation due to environmental impacts. A study from the late 1970s reported that noise pollution alone resulted in a 6.6% decrease in property values, with some studies indicating declines of up to 16%. These trends remain relevant today, reinforcing the economic risks associated with this project.</p> <p>Conclusion</p>	

#	Name/ Organization and Date	Source	Comment	Response
			<p>The TXDOT Outer Loop Project is not in the best interest of South Rockwall residents. This development will devalue our properties, increase traffic hazards, contribute to environmental decline, and pose safety risks to our families. We urge TXDOT to reconsider alternative routes away from 205/548 that do not disrupt established communities and to prioritize solutions that preserve South Rockwall's character and livability. I appreciate your time and attention to this matter and request a formal response addressing these concerns. Our community deserves to have its voice heard in this decision-making process.</p> <p>Sincerely, Missy Wadham High Point Lake Estates Resident &amp; Realtor</p>	
15	Mark Walls 2/6/2025	Email	<p>Good afternoon,</p> <p>I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. This project, if approved, would have far-reaching and potentially irreversible impacts on our community. Below, I outline several well-documented concerns, supported by research and real-world examples, that highlight the negative consequences of this development.</p> <p>1. Noise Pollution: The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance.</p> <ul style="list-style-type: none"> <li>• A study published in the <i>Journal of Environmental Psychology</i> (2019) revealed that proximity to major highways correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications.</li> <li>• Noise barriers often fail to fully mitigate these impacts, particularly in residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Same response as provided in line 5</li> <li>• Thank you for your comment. Your concern has been registered. Michael Morris</li> </ul>

#	Name/ Organization and Date	Source	Comment	Response
			<p>Residents here value the peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.</p> <p>2. Safety Concerns: The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents.</p> <ul style="list-style-type: none"> <li>• Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density.</li> <li>• Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists.</li> </ul> <p>This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.</p> <p>3. Air Quality and Environmental Impact: The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary source of air pollution, and the construction process itself would further harm the environment.</p> <ul style="list-style-type: none"> <li>• The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses.</li> <li>• A study in the <i>Journal of Environmental Management</i> (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants.</li> </ul> <p>Additionally, the loss of green spaces and potential damage to local ecosystems would contradict Rockwall's commitment to sustainability.</p> <p>4. Impact on Property Values: The proximity of a large highway to residential neighborhoods often leads to a measurable decline in property values.</p>	

#	Name/ Organization and Date	Source	Comment	Response
			<ul style="list-style-type: none"> <li>• Research published in the <i>Journal of Urban Economics</i> (2017) found that homes within 500 meters of major highways experienced an average property value decrease of 8-10%.</li> <li>• Noise, safety concerns, and air pollution are cited as the primary deterrents for prospective homebuyers.</li> </ul> <p>These projects have already forced the loss of residential and community land while generating the excessive noise many residents sought to avoid by moving here. Adding another major highway in the same area will only exacerbate these problems for current residents. Moreover, it raises serious concerns about the environmental impact, as well as the safety and well-being of affected neighborhoods. State Representatives please do the right thing and stop the high density housing and highway from ruining our community.</p> <p>Sincerely, Mark Walls</p>	
16	Rafi Ahmed 2/7/2025	Email	Rockwall loop – We support	n/a
17	Greg Rasmussen 2/11/2025	Email	<p>The State needs to do a better job- If people want to live in areas that provide these things I can name many of our neighboring cities that can provide a good example of what we are trying to avoid.</p> <p>1. Noise Pollution The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance. A study published in the <i>Journal of Environmental Psychology</i> (2019) revealed that proximity to major highways correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications. Noise barriers often fail to fully mitigate these impacts, particularly in residential areas. Residents here value the</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.</p> <p>2. Safety Concerns The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents. Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density. Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists. This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.</p> <p>3. Air Quality and Environmental Impact The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary source of air pollution, and the construction process itself would further harm the environment. The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses. A study in the Journal of Environmental Management (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants.</p> <p>Thank You Greg Rasmussen</p>	
18	Erle Marion 2/19/2025	Email	<p>Howdy,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time, Erle Marion</p>	
19	Michelle Martinez 2/20/2025	Email	<p>To all this may concern,</p> <p>I am a Rockwall resident. Currently I have no adequate water supply, our homes off of FM548 are being threatened with an 8-lane highway concrete views that serves no purpose for our traffic needs.</p> <p>In addition, 8000+ high density homes between the new Sonoma Verde expansion and River Rock Development off of Edwards Rd. Are in the fight to be built when our everyday needs are not being met. Current laws and those being set in place infringe on the well-being and investment of residents currently residing in this area. When money speaks loudly and is more important than the people, we have a major problem! I have no desire to live in high-density neighborhoods and all of Dallas' surrounding counties do not need to be turned into everything we hate about overpopulated cities. There was a major reason why we chose to build our forever home here. We knew the distance, we prefer to drive 2 hours+ to head into work because we know coming home, we have our land, our privacy and everything we worked hard for. All this would destroy the only reason we decided to build out here. Completely destroying our American dream. Nor do I want a massive highway I never knew about coming through my area. I advocate for providing current road expansion, within reasonable addition. No highways, moving the Southern portion of the outer loop to Hunt County, requiring stricter regulation and responsibility on builders to stop the burden of current infrastructure and residents. Stop high-density housing and require an acre lot minimum in our</p>	Same response as provided in line 5



#	Name/ Organization and Date	Source	Comment	Response
			<p>area.</p> <p>I expect that you will do what the majority of our residents are requesting and don't take our serenity away at the cost of greed and poor planning.</p> <p>Thank you for your time, Michelle Martinez</p>	
20	Kaitlyn Stevens 2/21/2025	Email	<p>Good Morning,</p> <p>I am a new resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.</p> <p>As such, I am <u>opposed</u> to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south. I am pleading with you to reconsider the Rockwall County Outer Loop location.</p> <p>Thank you for your consideration.</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			Kaitlyn Stevens	
21	Robby and Bridget Clower 2/25/2025	Email	<p>Hello,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. Each morning it takes me 30-40 minutes to get from 548 to Rockwall due to the traffic. Even when the 205 project is finished with four lanes it will be inadequate to handle the increasing traffic. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. More highways will result in more housing perpetuating the cycle. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>I spoke with some of you at the courthouse on election day to help me decide who to vote for. Please keep your promises to represent the citizens who elected you. Like most of us, our home is our biggest investment. Please consider this in your decision.</p> <p>Thank you for your time! Robby and Bridget Clower</p>	Same response as provided in line 5
22	Danny Rogers 3/15/2025	Email	<p>To my Representatives and Others,</p> <p>I am a Rockwall resident. I live at [REDACTED] High Point Lake Estates. Currently I have no adequate water supply, (on rationing from June – October),our homes off of FM548 are being threatened with 8-lane Highway concrete views that serve no purpose for our traffic needs. In addition, 8000+ High Density homes between the new Sonoma Verde expansion and River Rock Development off of Edwards Rd. are in the fight to be built when our everyday needs are not being met. Current laws and those being set in place infringe on the</p>	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			<p>well-being and investment of residents currently residing in this area. When money speaks loudly and is more important than the people, we have a problem. I have no desire to live in High-Density neighborhoods and all of Dallas' surrounding counties do not need to be turned into everything we hate about overpopulated cities, nor do I want a massive highway I never knew about coming through my area. I advocate for providing current road expansion within reasonable addition- no highways, moving the Southern portion of the outer loop to Hunt County, requiring stricter regulation and responsibility on builders to stop the burden of current infrastructure and residents, stop High-Density housing and require acre lot minimums in our area. I expect that you will all do what the majority of your residents are requesting and don't take our serenity away at the cost of greed and poor planning.</p> <p>Thank you for your time, Danny Rogers</p>	
23	Phyllis Silver 3/27/2025	Letter	<p>It is disappointing and disheartening, but not surprising, that despite all the money and effort that has been going into improving transit does not meet the needs or is not a viable option. This is for destinations such as work, education, healthcare and food access. Given these responses, I think that changing people's perceptions about transit needs to be a priority. People need to realize that transit is not just for the poor or disadvantaged – it's there to assist everyone with their travel needs. Just as there has been recent advertising on television to increase awareness that we need to drive friendly, perhaps advertising showing everyday people enjoying their transit trip might start people thinking about transit as an option.</p> <p>Questions- page 4-7 – so that I can better understand the specifics of these graphs, I'd like to ask:</p> <ol style="list-style-type: none"> <li>1. The left side of each graph says "Does not meet needs" or "Not a viable option" (Graph is brownish/orangey in color) <ol style="list-style-type: none"> <li>a. What does the dark brownish portion of the graph indicate? Does this darker shade mean only "Does not meet needs"</li> </ol> </li> </ol>	<p>Dear Ms. Silver:</p> <p>Thank you for your comments and questions regarding the March NCTCOG public meeting presentation on Mobility 2050. We acknowledge that the survey results indicating predominantly negative public sentiment towards current transit operations are disheartening. However, there remains substantial support for expanding transit services to address and improve this perception. As highlighted in the presentation, support for rail and transit planning emerged as a prominent theme in the public feedback we received. The insights derived from these comments are instrumental in our efforts to understand and resolve the transit challenges within the region. Below are the answers to your questions.</p> <ol style="list-style-type: none"> <li>1. <ol style="list-style-type: none"> <li>a. Yes, that is correct. The darker shade indicates the percentage of respondents who selected "Does not meet needs".</li> <li>b. Exactly! The lighter shade represents the percentage of respondents who selected "Not a viable option".</li> </ol> </li> <li>2.</li> </ol>

#	Name/ Organization and Date	Source	Comment	Response
			<p>b. What does the lighter shade of brownish on the graph indicate? Does this lighter shade represent the respondents who say it's "Not a viable option"?</p> <p>2. The right side of the graph is "Meets needs" or "Somewhat meets needs".</p> <p>a. What does the lighter blue portion of the bar indicate? Does it mean "Meets needs"</p> <p>b. What does the darker blue shade mean? Does it mean "Somewhat meets my needs"?</p> <p>3. Are the overall percentages for each category? For example, on page 6, it shows that 73% of respondents say that transit "Does not meet needs or is not a viable option". Am I interpreting this percentage correctly by understanding that it represents both of the meeting needs and not a viable option?</p>	<p>a. The lighter blue represents the percentage of respondents who selected "Somewhat meets my needs".</p> <p>b. The darker blue represents the percentage of respondents who selected "Meets my needs".</p> <p>3. That is correct. In the graph on page 6, 73% of people report that transit does not meet their needs, and/or is not a viable option. It is a combined percentage on both sides of the graph. Below I have included each graph with its accompanying detailed table, so you are able to see the percentages broken out rather than combined.</p> <p>Attached is each graph with its accompanying detailed table so you are able to see the percentages broken out. Please let me know if you have any remaining questions and thank you for your continued interest and participation in Mobility 2050.</p> <p>Sincerely, Gwen D   NCTCOG</p>
24	Minesha Reese 4/7/2025	NCTCOG Public Meeting	Do you have detailed tables associated with the recommendation maps?	Yes, detailed tables can be found on the website at <a href="http://nctcog.org/planinprogress">nctcog.org/planinprogress</a> .
25	Gregg Welpé 4/14/2025	Official Public Comment Form	Both the Collin County and Rockwall County Outer Loop as currently proposed should be pushed east into Hunt County and go south to Terrell, not Forney as currently proposed. The Proposed Loop 9 is 50 + years old and outdated for today's urban sprawl, especially for the eastern counties.	<p>Hello,</p> <p>Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast.</p> <p>While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility</p>

#	Name/ Organization and Date	Source	Comment	Response
				<p>Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at <a href="mailto:liang.ding@txdot.gov">liang.ding@txdot.gov</a>. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.</p> <p>Thank you, Gwen D   NCTCOG</p>
26	Jan Heady, Texas Department of Transportation 4/15/2025	Email	<p>Rylea,</p> <p>Our administration has requested a few project scope changes due to projected lower funding amounts. FM 545, FM 2478 and FM 663 will need to add a 4 lane interim phase. And FM 982 will have two separate roadway descriptions. The attached spreadsheet flags the project description change in the comment column with cell highlighted in yellow.</p> <p>Since the Draft 2050 MTP is in the public comment phase, please add these changes. We appreciate all your assistance.</p> <p>Thanks Jan</p>	<p>Jan,</p> <p>These changes will be included in the updated list for May STTC.</p> <p>Thank you, Rylea Roderick</p>
27	Evelyn Cole 4/21/2025	Official Public Comment Form	No loop through Rockwall county. Move the loop into hunt county near caddo mills. Connect 380, 30, 80 and 20 instead. This routes the traffic pouring into already congested areas away before they get to Rockwall and Dallas counties. The growth is headed there. Get ahead of the congestion.	Same response as provided in line 25
28	Phyllis Silver 4/21/2025	Letter	With current and projected figures showing a greater percentage of the population living outside the current transit authority service areas, will there be more of a push for transit agencies to expand beyond their current boundaries?	Hello Ms. Silver, thank you for your question from the April public meeting. The projections indicating that more people will live outside transit service areas suggests that cities might consider joining agencies like DART to expand the service boundaries. Additionally, the NCTCOG-led Transit 2.0 study will develop strategic plans to advance new member city and

#	Name/ Organization and Date	Source	Comment	Response
				<p>contracted services and create a more aligned regional transit network through coordinated governance and partnerships. We encourage you to stay tuned into Regional Transportation Council meetings and upcoming Texas legislation, as they may impact the future of transit service area expansion in the region. We will continue to support policies, programs and projects in the mobility plan that promote transit-oriented development, regional rail and bus services, and our regional transit authorities.</p> <p>Thank you, Gwen D   NCTCOG</p>
29	Jerry White 5/2/2025	Official Public Comment Form	I didn't see any reference in these plans to creating networked roadways and vehicles so that autonomous driving experiences (including AI enhanced ones) can be utilized for improving efficiency and safety with respect to utilizing personal (and perhaps even on-demand public) vehicles to undertake point to point trips. The private sector is making every effort to advance this area of transportation but needs support from public efforts like this one to come to a more rapid and complete fruition.	Response pending

# Grant Application Partnership

## for Cotton Belt Trail Next Phase (3a)



Kevin Kokes

Surface Transportation Technical Committee

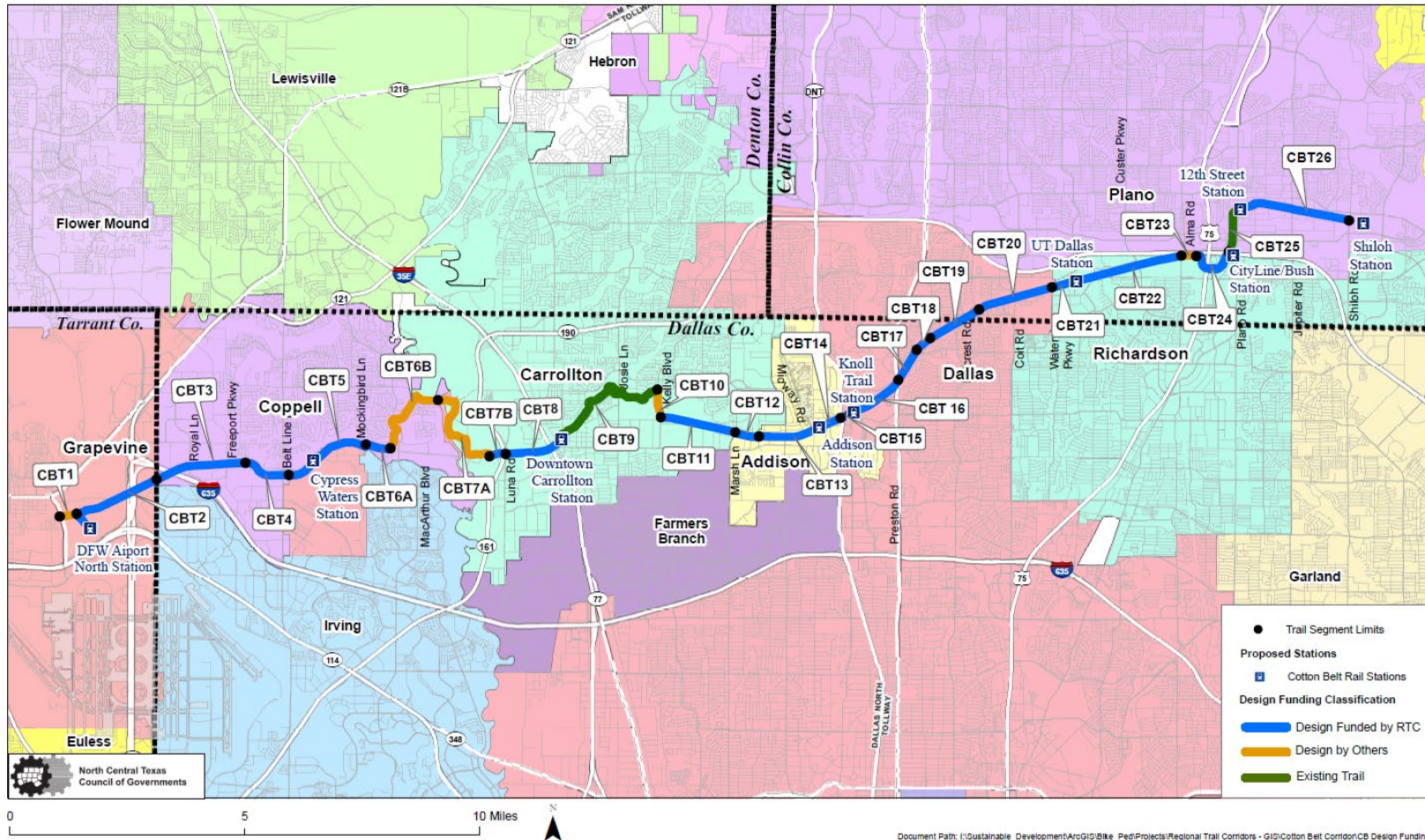
May 23, 2025





# HISTORY: Cotton Belt Regional Trail

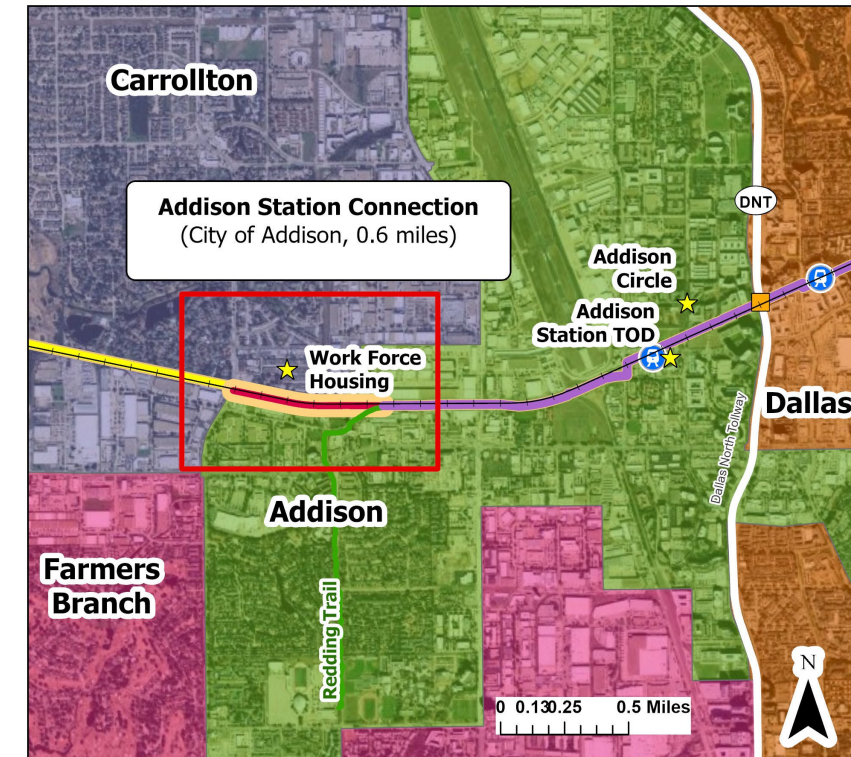
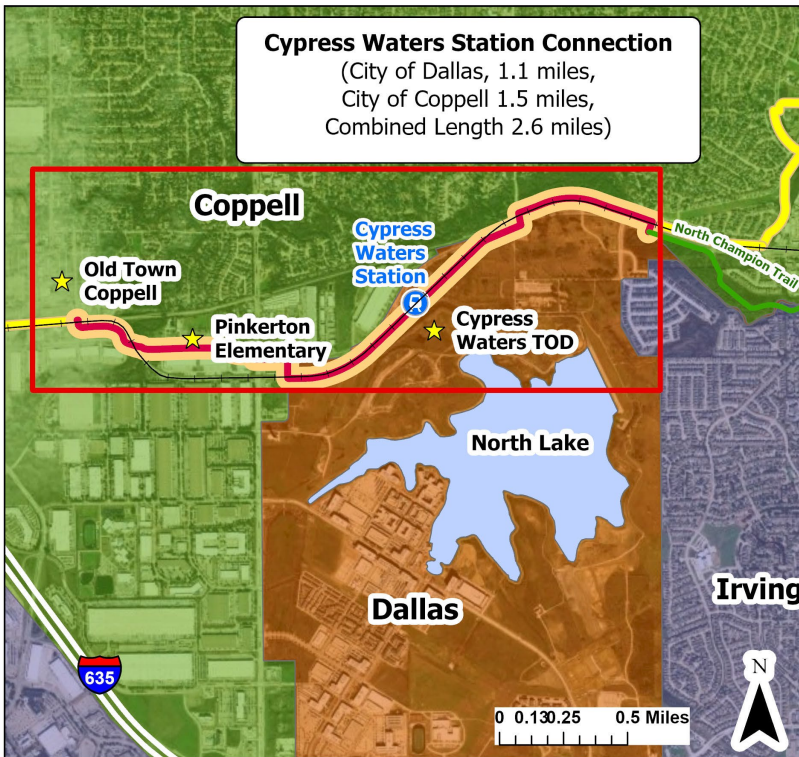
Cotton Belt Regional Veloweb Trail: DFW Airport to Plano  
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering complete
- Phase 1 construction nearly complete
- Phase 2 construction underway



# Cotton Belt Trail Phase 3a Segments

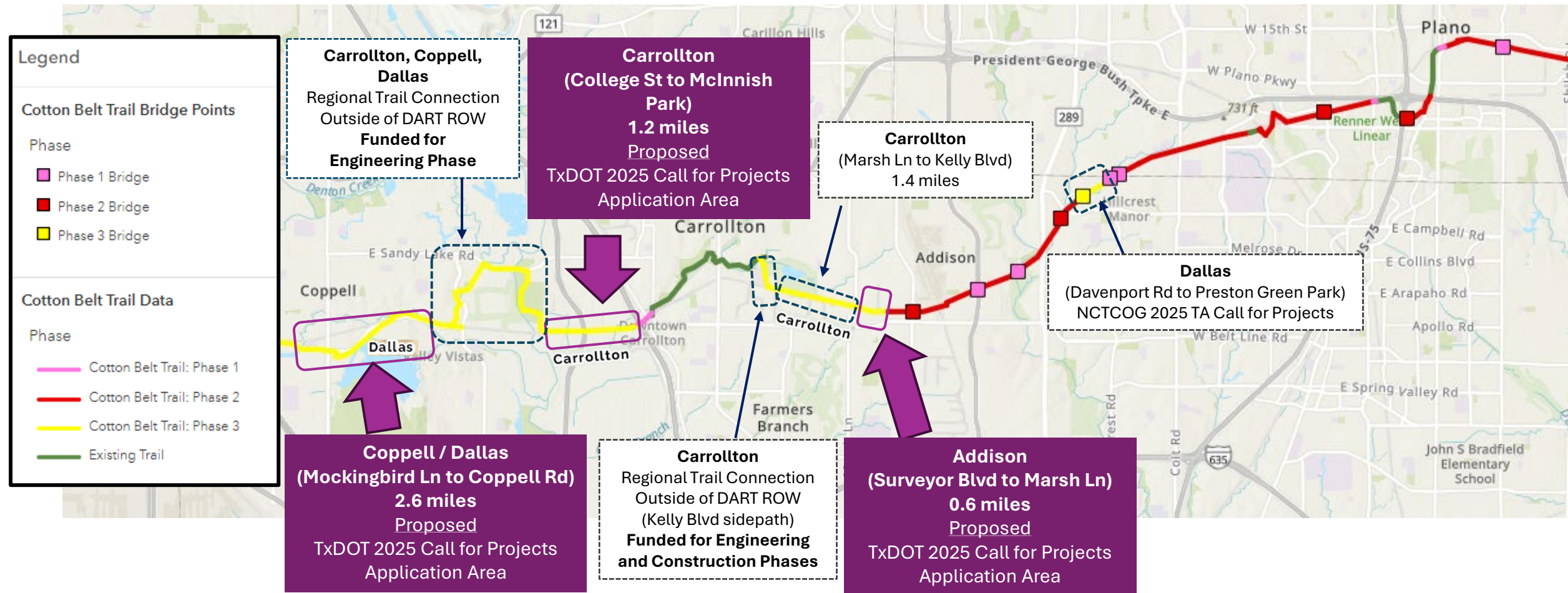


- Proposed Phase 3a Segments (4.4 Miles)
- Phase 2 Segments (11 Miles)
- Phase 1 Segment
- Trail Designed (Construction Funding by Other Sources)
- Existing Trail

- Silver Line Rail Stations
- Silver Line Rail Under Construction



# Anticipated Regional Trail Construction Phases



## TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community-Based	Preliminary Engineering & Construction	<ul style="list-style-type: none"> <li>Outside of TMA &amp; &lt;200k <u>or</u></li> <li>Inside of TMA* &amp; &lt;50k in population</li> </ul>	20%	<input checked="" type="checkbox"/>	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction			<input checked="" type="checkbox"/>	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Any Population Areas	20%	<input checked="" type="checkbox"/>	TBD
Non-Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design			<input checked="" type="checkbox"/>	TBD



\*TMAs (Transportation Management Areas) have populations greater than 200,000 and are responsible for competitively awarding their own TA funding.

# TxDOT 2025 Transportation Alternatives Program Call for Projects Cotton Belt Trail Application (Draft Budget)

PROJECT SCOPE	COST / FUNDING					
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS (TxDOT)	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG / CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 4.4 miles of trail, bridges, signals, and intersection crossings in Addison, Carrollton, Coppell, and Dallas	\$48M	~\$5.8M	~\$4.7M	\$25 M	\$7.6M	\$4.9M



# Anticipated Schedule

Date	Milestone
January 2025	TxDOT Opened Call for Projects
February 2025	Preliminary Application Due (NCTCOG staff finalized materials for DART submittal)
<b>May 23, 2025</b>	<b>Surface Transportation Technical Committee Action</b>
June 12, 2025	Regional Transportation Council Action
June 20, 2025	Detailed Applications Due (submittal by DART)
October 2025	Anticipated Texas Transportation Commission Award



# Requested Action

Recommend Regional Transportation Council Approval of:

- The partnership with DART to submit the large-scale construction application to the TxDOT 2025 Transportation Alternatives Program Call for Projects requesting \$25M in federal funding for Cotton Belt Trail Phase 3a.
- The additional contribution of \$7.6M federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$4.9M Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Directing staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.



# Contact Us



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# High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting

May 23, 2025



# TOLL MANAGED LANE DATA MONITORING

Cummulative: December 2013 – February 2025

- How much HOV 2+ Subsidy has the RTC been responsible for?  
*\$10,930,594 as of February 2025*
- How much of the Vanpool Toll reimbursement has the RTC been responsible for?  
*\$12,407 from October 2014 – February 2025*
- How long can the RTC keep the HOV policy at 2+?  
*For now, it remains 2+ and it will continue to be monitored quarterly*
- Have there been any additional NTTA customer service needs?  
*No, minimal impact*
- Have the corridor level speeds on the tolled managed lane dropped below 35mph due to fault of the developer?  
*No*

# DATA MONITORING (continued)

**Cumulative:**  
**December 2013-February 2025**

	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds<35mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"><li>• SH 183/121 from IH 35W to SH 121</li><li>• IH 35W from IH 30 to US 287</li></ul>	\$6,665,180	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"><li>• IH 635 from IH 35E to US 75</li><li>• IH 35E from Loop 12 to IH 635</li></ul>	\$4,265,414	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through March 31, 2025



# REGISTRATION TOTALS

January 24, 2020 – March 31, 2025

Users Registered:  
85,037

Vehicles Registered:  
82,580

Occupant Passes:  
14,935



# TOTAL AND HOV TRANSACTIONS

January 24, 2020 – March 31, 2025

Total Transactions – 6,613,350

LBJ/NTE Partners – 4,332,589

TxDOT – 2,280,760

Total HOV Transactions – 3,022,966 (~46%)

LBJ/NTE Partners – 2,057,345

TxDOT – 965,621

Unique Vehicles That Have Used the System – 73,463



# Questions/Contacts

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817-704-2511

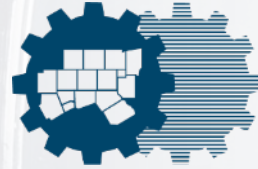
**Berrien Barks**

Program Manager

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NCTCOG PRESENTATION

# Managed Lane Policy, High Occupancy Vehicle (HOV) 2+/3+ Subsidy Funding, and HOV Quarterly Report

CHRISTIE J. GOTTI | SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 5.23.2025

# CURRENT RTC MANAGED LANE VEHICLE OCCUPANCY POLICIES\*

- HOVs are defined as vehicles with 2+ occupants (HOV 2+) and all motorcycles
- HOV 2+ receive a 50% discount during the morning and afternoon peak periods
- HOV 2+ pay the full toll rate in the off-peak period
- To be eligible for the HOV discount, travelers must pre-register through the GoCarma app and agree to follow app usage rules

\*Summarized and adapted from occupancy-related policy sections in Regional Transportation Council (RTC) Tolled Managed Lane Policies, updated March 10, 2016, and related subsequent RTC actions.



# MANAGED LANE HOV DISCOUNT PRINCIPLES

- Maximize throughput of managed lanes during peak periods
- Strategy to come into compliance with federal air quality standards
- Occupancy verification, not enforcement (apply correct toll)
- Eligibility to receive discount is voluntary
- Seamless to user and requires little to no user interaction after initial registration
- Discount is currently paid through Regional Toll Revenue (RTR) funds approved by RTC
- Discount applies to all managed lanes, but RTC only pays for reimbursement on North Tarrant Express (NTE) and Lyndon B. Johnson (LBJ) Express systems
- Policy allows that RTC will reevaluate when to move from HOV 2+ to HOV 3+ when appropriate
- RTC last discussed HOV 2+/3+ policy in October 2016



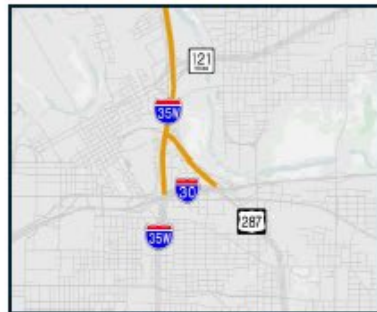


## Managed Lane System

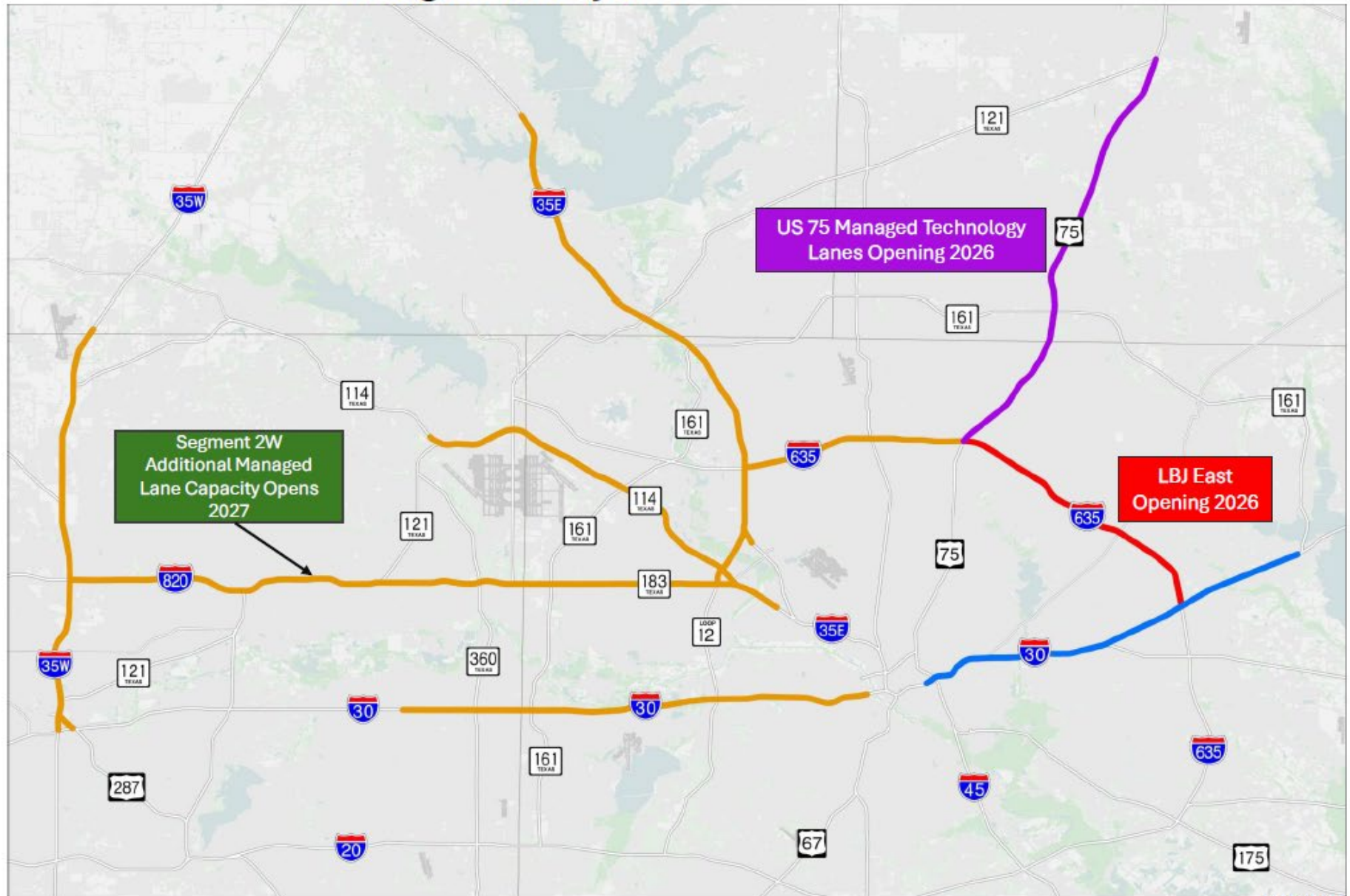
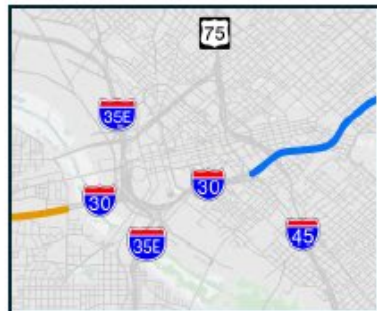
**Current Express/HOV  
+ Managed Lanes**

-  Current HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane

Fort Worth CBD



Dallas CBD



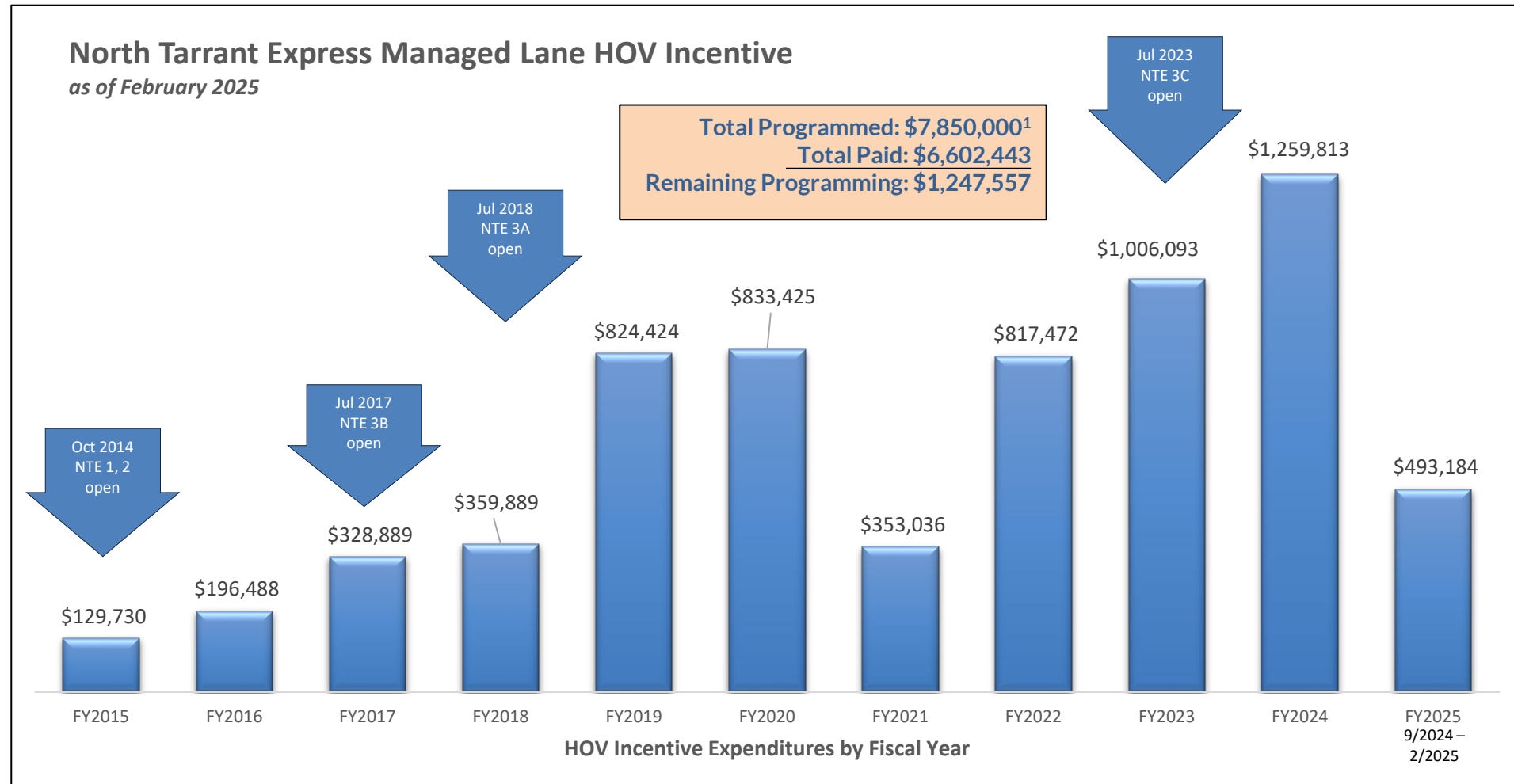
May 2025

# POLICY DISCUSSION

- Approved funding for NTE is being depleted
  - Funding for the NTE subsidy was increased by \$1 million in April 2025
- Approved funding for LBJ Express has lasted longer than anticipated
  - Funds for LBJ Express have several more years before being depleted
- As system has grown, HOV discount reimbursements have grown
- HOV discount will phase out after the air quality attainment maintenance period
- Policy Question:
  - Approve additional funding for HOV reimbursements on NTE system, or
  - Move from HOV 2+ to HOV 3+ (will still require additional funding for NTE)

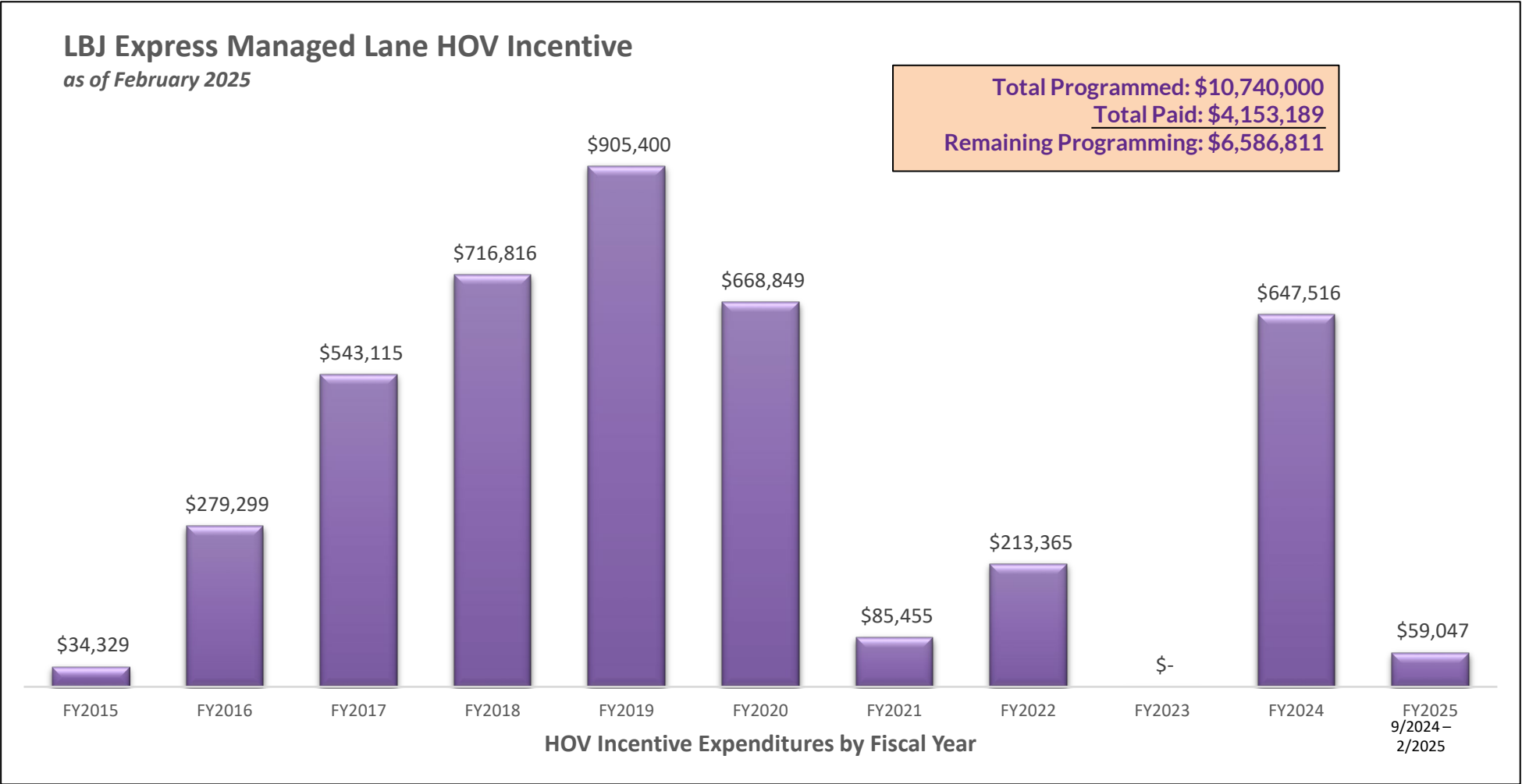


# HOV INCENTIVE EXPENDITURES - NTE



<sup>1</sup>Includes additional \$1 million approved by RTC in April 2025

# HOV INCENTIVE EXPENDITURES – LBJ EXPRESS





# LANE MILES VS. PROGRAMMING COMPARISON

*Lane Miles vs April 2025 RTC-Approved Programming Percentage*

Facility	Lane Miles <sup>1</sup>	% of Total Lane Miles	Current RTR Programming <sup>2</sup>	% of Total Programming
NTE 1, 2, 3	114	60.96%	\$ 7,850,000	42.23%
LBJ Express	73	39.04%	\$ 10,740,000	57.77%
<b>Total</b>	<b>187</b>	<b>100.00%</b>	<b>\$ 18,590,000</b>	<b>100.00%</b>

<sup>1</sup>Lane miles provided by TxDOT

<sup>2</sup>As of April 2025 RTC Approval

NTE managed lanes are more extensive than originally anticipated.

# PROGRAMMING BALANCE PROJECTIONS

- Programming for the NTE Managed Lane, including the \$1 million approved by the RTC in April 2025, is projected to last through December 2025
- Programming for the LBJ Express Managed Lane is projected to last through December 2034
- To extend NTE Managed Lane programming through the end of the current GoCarma contract in 2030, staff recommends adding \$5.6 million

# PROPOSED ACTION FOR HOV SUBSIDY FUNDING

- Recommend RTC approval to:
  - Increase funding for NTE HOV 2+ by \$5.6 million RTR
  - Reaffirm existing RTC policy that HOVs are subsidized for 2+ occupants
  - Amend 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

# CONTACT US



For GoCarma Questions:

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For Managed Lane Policy Questions:

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For Revenue and Subsidy Funding Questions:

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

May 9, 2025

Minister Dominique Alexander  
President and CEO  
Next Generation Action Network  
1808 South Good Latimer Expressway  
Dallas, Texas 75226

Dear Minister Alexander:

I received a copy of your letter to Mayor Johnson and the Dallas City Council regarding your opposition to the North Central Texas Council of Governments' (NCTCOG) Dallas to Fort Worth (DFW) High-Speed Rail Project (attached). Thank you for sharing your concerns about the project's potential impacts to the West Dallas community.

NCTCOG initiated the DFW High-Speed Transportation Connections Study in the spring of 2020 to evaluate high-speed transportation between Dallas and Fort Worth, with a goal of connecting to other proposed high-speed rail systems in the state. As part of ongoing public outreach initiatives for the DFW High-Speed Rail Project, NCTCOG has held almost 400 meetings throughout the proposed corridor since the project began, with many held in West Dallas. This includes numerous virtual, hybrid, and in-person public meetings, technology workshops, meetings with stakeholders, community organizations, homeowners' associations, state and federal agencies, and elected officials. Additionally, the project team posts public meeting information, presentations, handouts, newsletters, and video recordings online, with much of the material in both English and Spanish. I encourage you, and others in West Dallas, to visit our project website to hear past presentations, provide comments, and sign up to receive project updates and future meeting notifications at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs).

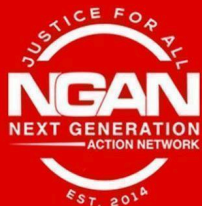
Our team and I are more than happy to review any and all information on high-speed rail that may interest you.

I look forward to seeing you at a meeting you desire or at future public meetings. Please let me know if you have any questions or would like to discuss the project further. Feel free to contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

RG:kw  
Attachment



**Next Generation Action Network  
1808 South Good Latimer Expressway  
Dallas, Texas 75226  
2/19/2025**

**Dallas City Council  
1500 Marilla Street  
Dallas, Texas 75201**

**Subject: Opposition to the Proposed High-Speed Rail Development  
Through West Dallas**

**Dear Honorable Mayor and Members of the Dallas City Council,**

On behalf of the Next Generation Action Network (NGAN), the largest civil rights organization in North Texas, headquartered in Dallas, I write to express our deep concerns and strong opposition to the high-speed rail project proposed by the North Central Texas Council of Governments (NCTCOG), which would cut through the heart of the West Dallas community.

The historical relationship between the City of Dallas and the residents of West Dallas is one that is marred with neglect, displacement, and environmental injustice. Time and time again, development projects have been pushed into this community with little to no regard for the voices, health, and long-term well-being of the residents. The proposed bullet train project is yet another chapter in this disturbing legacy.

The current plan, which would place the rail line on an elevated platform in the air, threatens to severely impact the environmental health, economic development, and overall quality of life in West Dallas. Elevated platforms and rail structures would create a permanent scar on this neighborhood, crippling future development opportunities and imposing further environmental burdens on a community that has already endured more than its fair share. Communities along similar high-speed rail projects have reported increased respiratory issues,

including childhood asthma, as a result of the construction process. Residents also face visual blight, noise pollution, and a loss of privacy due to the intrusive design of these elevated tracks.

What is particularly troubling is that the City of Dallas has chosen to study the economic impact of this project while failing to equally study the environmental impact—a decision that is diabolical and deeply irresponsible. The residents of West Dallas deserve a comprehensive understanding of how this development will affect their environment, health, and daily lives. The fact that this analysis has been neglected speaks volumes about the disregard shown toward this community.

Furthermore, the apparent lack of transparency and community engagement throughout this process is unacceptable. The consulting firm hired by the City of Dallas has made little to no effort to involve or hear directly from the residents of West Dallas—the very people whose lives will be most affected by this project. This lack of community input fuels widespread speculation that the route was drawn with ulterior motives, including alleged backroom dealings aimed at triggering the sale of the Dallas County Jail, further burdening taxpayers in the process.

Additionally, it is beyond comprehension that the same high-speed rail project is proposed to be built underground in both Grand Prairie and Fort Worth, yet West Dallas is subjected to an aerial design. This inequitable treatment is a clear indication of the continued disregard for the dignity and future of West Dallas residents. Other cities have rejected similar elevated rail proposals, citing concerns over environmental impacts and neighborhood destruction. The residents of West Dallas deserve the same respect and consideration.

NGAN, under our Fund Our Communities campaign, will be hosting community meetings to educate and organize residents around the impacts of this proposal. We will also highlight the potential disruption this development will have on West Dallas schools and the long-term harm it could inflict on families and children living in this community.

Let us be clear: The Next Generation Action Network will not stand idle as the West Dallas community is once again treated as an afterthought. The proposed rail line is not simply a transportation project; it is a direct threat to the future self-determination and prosperity of this historic community.



We urge the Dallas City Council to:

1. Reject any proposal that includes an elevated rail line through West Dallas.
2. Require transparent community engagement, including multiple public meetings with residents.
3. Demand a full assessment of the environmental and social impacts of this project.
4. Ensure that future development projects prioritize the health, safety, and prosperity of residents—not corporate interests or political maneuvering.

The residents of West Dallas deserve more than empty promises and backroom deals—they deserve a future they can shape on their own terms.

As our President and CEO, Minister Dominique Alexander, powerfully stated: “The City of Dallas can spend time and money studying the economic impact of this project, but refuses to study the environmental impact on a community that has already endured decades of injustice—that is not just negligence, it is diabolical. We will not allow West Dallas to be sacrificed at the altar of development yet again.”

Sincerely,  
Minister Dominique Alexander  
President & CEO  
Next Generation Action Network

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of Arlington</b>				
Innovative Arlington Comprehensive Plan		The City is updating its Comprehensive Plan that serves as a blueprint for the City and focuses on the guidelines for developing attractive and prosperous neighborhoods, coordinating land use and transportation; ensuring responsible growth; stimulating economic development; and encouraging environmental sustainability.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
Traffic Congestion Mitigation Plan		A study is requested to develop a traffic congestion mitigation plan for the City and surrounding areas that could address congestion primarily within Arlington, but also congestion stemming from the broader region on the regional roadway network, with key regional roadways in Arlington such as IH 30, IH 20, SH 360, US 287, FM 157, SS 303, Matlock Road, Sublett Road, Green Oaks Boulevard, Arkansas Lane, and Randol Mill Road. Additionally, major regional destinations could be considered.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 1, NCTCOG conducting a Phase 1, Needs Assessment. Funding source will be Transportation Planning Funds.
<b>City of Balch Springs</b>				
IH 635/IH 20/US 175 Interchange Feasibility Study, Dallas County		This is a feasibility study led by the Texas Department of Transportation to help determine possible improvements (continuous frontage roads) in the subject area including IH 635 between IH 20 to include Elam Road, Lake June Road to US 80, IH 20 between Dowdy Ferry Road and Beltline Road, and US 175 between St. Augustine Drive and Edd Road.		Do not include in the UPWP; not a planning study.

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	US 175/IH 635/IH 20 Interchange for Safety Improvements and IH 635 Intersections Improvements at Lake June Road and Elam Road and IH 20 at Beltline Road	A roadway safety assessment is requested of the interchange of US 175/IH 635/IH 20 and the proposed intersection improvements of IH 635 at Lake June Road and Elam Road. The City is also seeking implementation of continuous frontage roads along IH 20 from Lasater Road to Kleberg and IH 635 within the Balch Springs city limits to address the traffic choke points of IH 635 at Lake June and Elam Road intersections.		Do not include in the UPWP; included in IH 635/IH 20/US 175 Interchange Feasibility Study, Dallas County, noted above.
	Master Thoroughfare Plan Update	Technical assistance is requested to update travel forecasts and traffic counts for the City's major corridors to determine recommended lane warrant sizing and expansion and/or facility sizing to determine future improvements to the roadways: 1) Beltline Road (IH 20 Frontage Road to Balch Springs Round-a-bout to Eastgate Drive), 2) Elam Road from Peachtree Road to Pioneer Road, 3) Shepherd Lane (Seagoville Road to Quail Drive), 4) Lake June Road (Hickory Tree Road to IH 635), 5) Beltline Road (Lake June Road to Round-a-bout), 6) Peachtree Road (city limit to city limit): Bruton Road to US 175, 7) McKenzie Road (Pioneer Road to Mercury Road), 8) Laster Road (Beltline Road to IH 20), 9) IH 20 (Lasater to IH 635), 10) IH 635 (city limit to city limit), 11) Rylie Crest Drive (city limit to city limit); and 12) Kleberg Road (city limit to city limit).	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be Transportation Planning Funds.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of Cedar Hill</b>				
	Loop 9 Small Area Plan	A study is requested that will maximize the strategic opportunity provided by the construction of the proposed six-lane frontage road system between US 67 and IH 35E, passing through communities such as Cedar Hill, Midlothian, Ovilla, Glenn Heights, and Red Oak. The Loop 9 alignment offers new development opportunities and enhances regional access to employment, housing, and retail. Components of the study include mixed-use development, housing diversity, regional mobility, and regional retail growth.	Karla Windsor	Include in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source will be existing Transportation Planning Funds.
<b>City of Dallas</b>				
	City of Dallas Truck Route Study	An evaluation of the City of Dallas' adopted truck routes, the locations of existing and future truck generators and truck travel patterns is requested, as well as recommendations on changes that should be made to adopted truck routes.	Mike Johnson	Include in the UPWP as part of Subtask 5.06, Regional Freight Planning. Staff activities will be limited to the establishment of regional principles for truck routes that can be used by Dallas and other local governments. Funding source will be Transportation Planning Funds.
	Northwest Highway Feasibility Study – Phase 2 (Hillcrest Avenue to East Lovers Lane)	A study is requested of Northwest Highway from Hillcrest Avenue to Lovers Lane to evaluate operational and traffic safety deficiencies and needs for all modes of transportation and recommend short-term and long-term improvements.		Do not include in the UPWP; not eligible for Transportation Planning Funds.
	Buckner Boulevard Transportation Safety Study – John West Road to Northwest Highway	A study is requested of Buckner Boulevard from John West Road to Northwest Highway to evaluate operational and traffic safety deficiencies and needs for all modes of transportation and recommend short-term and long-term improvements.		Do not include in the UPWP; not eligible for Transportation Planning Funds.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Assessment of Low Carbon Transportation Materials on Roadway Projects	An effort is requested for the City of Dallas to use transportation materials that have lower embodied carbon emissions on upcoming roadway projects rather than standard transportation materials and utilize university assistance to conduct performance tests to ensure the integrity of the lower carbon transportation material.		Do not include in the UPWP; not eligible for Transportation Planning Funds.
<b>City of Fort Worth</b>				
	City of Fort Worth Regionally Significant Studies	<u>Access Butler Place</u> : The City is conducting a study to identify mobility solutions that could transform the City's Central Area roadway infrastructure and multi-modal networks to help people get around more easily and shape future downtown development potential.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 5.01, Regional Transportation Studies, Strategic Corridor Initiatives; Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, Category 2; and Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source would be existing Transportation Planning Funds and/or Surface Transportation Block Grant Program funds, as applicable.</p>

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		<u>Connecting the Core</u> : The City is conducting a study to create a long-range transportation capital plan for the area within and near Downtown, the Cultural District, the Stockyards, and Panther Island, that will result in a data-driven program of transportation projects needed to address current and future multimodal travel needs.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 4.01, Metropolitan Transportation Planning; Subtask 5.01, Regional Transportation Studies, Strategic Corridor Initiatives; Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, Category 2; and Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source would be existing Transportation Planning Funds and/or Surface Transportation Block Grant Program funds, as applicable.</p>
		<u>Moving a Million</u> : The City is conducting a study that will create the City's first Master Transportation Plan that includes project phasing, funding, and scoping of the City's multimodal transportation systems (includes TxDOT) on-system transportation network).		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 2.04, Demographic Data and Forecasts, Development of Demographic</p>

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
				Forecasts; Subtask 4.01, Metropolitan Transportation Planning; Subtask 5.01, Regional Transportation Studies, High-speed Passenger Technology; Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, Category 2. Funding source would be existing Transportation Planning Funds and/or Regional Toll Revenue funds, as applicable.
		<u>SMART Grant Weatherization Sensor Project:</u> The City is conducting a project to advance smart infrastructure and improve transportation efficiency and safety by deploying and testing weatherization sensors in the autonomous corridor for autonomous freight and advanced air mobility, with the goal of demonstrating how a network of low-altitude and surface weather sensors can be integrated into micro-weather models, providing a refined and consistent picture of air and road conditions for efficient intermodal routing decisions.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 5.08, Regional Aviation Planning and Education, Urban Air Mobility and Advanced Air Mobility Integration. Funding source would be existing Regional Transportation Council Local funds.</p>
		<u>Eastside Transportation Study:</u> As a supplement to the East Lancaster Improvement Project, the City is conducting a study to address the required transit, pedestrian, land-use and economic factors necessary to transform the East side of Fort Worth.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.



## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
				If needed, technical assistance can be provided under Subtask 5.01, Regional Transportation Studies, Strategic Corridor Initiatives; Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, Category 2; and Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source would be existing Transportation Planning Funds and/or Surface Transportation Block Grant Program funds, as applicable.
		<u>East Berry Street Corridor Study</u> : The City is conducting a study that will take an existing under-utilized corridor and transform East Berry Street into a walkable mixed-use corridor suitable for people of all ages, and includes the creation of a form-based code and recommendations for economic incentives and pre-engineering for right-of-way improvements.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source would be existing Transportation Planning Funds.</p>
		<u>Southeast Downtown/High-Speed Rail Station Study</u> : The City is conducting a study to identify a location for the upcoming High-Speed Rail Station in Southeast Downtown and study the adjacent land uses and infrastructure necessary to make it a success.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
				If needed, technical assistance can be provided under Subtask 5.01, Regional Transportation Studies, High-Speed Passenger Technology. Funding source would be existing Regional Toll Revenue funds.
		<u>Jones Street and Calhoun Street Engineering</u> : The City is conducting a project to design all the required pedestrian infrastructure for the upcoming convention center expansion, Omni expansion, High-Speed Rail Station, Amtrak expansion, TexRail expansion, and Texas A&M expansion.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 4.01, Metropolitan Transportation Planning. Funding source would be existing Transportation Planning Funds.</p>
		<u>McCart H.O.T. Corridor Study</u> : The City is conducting a study that examines about 10 miles of the southern portion of the corridor from near Interstate 20 (SW Loop 820) to the Burleson City Limits to develop a set of context-sensitive capital projects and form-based zoning code that supports different modes of transportation and a sense of place which will advance economic and community development concepts.		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives. Funding source would be existing Transportation Planning Funds.</p>

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		<p><u>2026 Bond Transportation Investment Program</u>: The City is conducting a Program to scope out the bond projects for the next three bond cycles to include risk engineering and project phasing, and identify additional funding opportunities so that the bond cycle can be planned out and presented to the public as a systematic plan.</p>		<p>Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.</p> <p>If needed, technical assistance can be provided under Subtask 3.01, Transportation Project Programming, Transportation Improvement Program, and/or Subtask 5.01, Regional Transportation Studies, Strategic Corridor Initiatives. Funding source would be existing Transportation Planning Funds and/or Surface Transportation Block Grant Program funds as applicable.</p>
Southeast Transportation Land-use Study		<p>A comprehensive study is requested to evaluate the area of a long-standing abandoned and encroached railroad right-of-way that extends from the southeast corner of the Fort Worth city limits and ETJ through Tarrant County, Johnson County, near the cities of Mansfield, Burleson, and Everman. The scope of the study should consider the feasibility of planning for a potential high-capacity transit corridor with supportive land use through redevelopment of a mostly rural residential, low-density area.</p>		<p>Do not include in the UPWP; currently not in the Metropolitan Transportation Plan.</p>

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
Northwest Corridor Regional Freight Connectivity Study		A comprehensive feasibility study is requested to evaluate the BUS 287/FM 718-1220 Corridors from IH 820 to southern Wise County (SH 114) and encompassing parts of the cities of Saginaw, Newark, Arora, New Fairview, Rhome, and Fort Worth in addition to Tarrant and Wise Counties. The study would include modeling and project development for railroad grade separations, intersection and interchange improvements and project prioritization. The study objective is to investigate methods of creating greater connectivity across the BNSF and UPRR Railways with infrastructure improvements with a focus on identifying cost-effective implementation strategies and potential funding sources.		Do not include in the UPWP; not eligible for Transportation Planning Funds. Project is conceptual engineering.
<b>City of Hurst</b>				
City of Hurst Active Transportation Plan		If awarded grant funding from TxDOT, the City will develop a Citywide Active Transportation Plan to guide the development of network recommendations, priority corridors, and implementation of a system of active transportation trails and on-street bikeways that will connect users to key destinations with Hurst and provide connection to adjacent communities.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area if grant funding awarded. This is provided as an inventory of other planning projects that will occur within the region.
		The City is hiring a consultant, and NCTCOG technical assistance is requested to create a comprehensive active transportation plan that enhances the city's eligibility for future state and federal grant programs dedicated to the design and construction of both on-street and off-street pathways.	Kevin Kokes	Include in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives, Bicycle and Pedestrian Planning, if grant funding awarded. Staff will provide technical assistance. Funding source will be existing Surface Transportation Block Grant Program funds.

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of Irving</b>				
	Energy Plan	A study is requested to analyze and evaluate several aspects of the City of Irving related to energy, projects, policies, and initiatives. Components of the study would include energy procurement, public outreach, cost saving measures/retrofitting, energy reduction programs, energy auditing and portfolio, and the use of electric vehicles and charging stations.		Do not include in the UPWP; not transportation planning.
	Landfill Expansion Feasibility Study	A study is requested to examine the land immediately to the east and west of the City or Irving Landfill for expansion purposes. Factors for the study include floodplain considerations, land ownership ,and overall land capacity.		Do not include in the UPWP; not transportation planning.
<b>City of Lancaster</b>				
	Traffic Signal Study	A study is requested to identify traffic signal needs for the intersections of Wintergreen Road and Jefferson Street, Pleasant Run Road and Jefferson Street, and Belt Line Road and Ferris Road.	Gregory Masota	Include in the UPWP as part of Subtask 3.07, Congestion Management Operations, Regional Traffic Signal Program. Funding source will be existing Congestion Mitigation and Air Quality Improvement Program funds.
	Citywide Sidewalk and ADA Ramp Improvement Study	A study is requested to identify improvements to existing sidewalks and identify areas that need new sidewalks and ADA ramps in the City.	Kevin Kokes	Include in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives, Bicycle and Pedestrian Planning. Staff activities will be limited to the provision of technical assistance on one or two selected corridors. Funding source will be existing Surface Transportation Block Grant Program funds.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of North Richland Hills</b>				
Active Transportation Connections to Rail Stations		A regional planning effort is requested to study specific safety and accessibility needs to commuter rail stations in central Tarrant County. The study efforts would conduct in-depth planning and a roadway safety analysis to implement active transportation facilities (sidewalks, on-street bike lanes, off-street shared-use paths) and related safety countermeasures at various barrier crossings. The goal of the effort is to identify appropriate infrastructure connections and safety countermeasures to improve non-motorized access to three TEXRail stations operated by Trinity Metro and the Trinity Lakes Station along the Trinity Railway Express from surrounding destinations. The study area includes approximately 11 miles of corridors along major roadways and TEXRail passenger rail lines providing access connecting to rail stations in addition to a half-mile radius surrounding each of the stations.	Karla Windsor	<p>Include in UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives. Funding source will be existing Surface Transportation Block Grant Program funds.</p> <p>Project also submitted by Trinity Metro.</p>
<b>Collin County</b>				
Environmental Evaluation of a New Southeast Freeway in Collin County		Technical assistance is requested with the environmental study needed for a future freeway on the east side of the County from US 380 on the east side of Lavon Lake south to Lake Ray Hubbard and southwest across Lake Ray Hubbard to the President George Bush Turnpike to help determine the route and impact of such a freeway so that the right-of-way can be acquired and the corridor preserved.	Chis Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance and limited to computer simulations. Funding source will be existing Transportation Planning Funds.



## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Environmental Evaluation of a New Northeast Freeway in Collin County	Technical assistance is requested with the environmental study needed for a future freeway on the east side of the County from SH 121 to the future US 380 freeway on the northeast side of the City of Princeton to help determine the route and impact of such a freeway so that the right-of-way can be acquired and the corridor preserved.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance and limited to computer simulations. Funding source will be existing Transportation Planning Funds.
<b>Johnson County/NCTCOG</b>				
	Weight and Safety Violations of Heavy-Duty Trucks	An assessment of heavy-duty truck weight and safety violations is requested to determine the percentage of overweight and unsafe trucks on the region's roadways.	Jason Brown	Include in the UPWP as part of Subtask 3.03, Air Quality Operations and Management, Truck Assessment and Goods Movement Program. Funding source will be existing Regional Toll Revenue funds.
<b>Parker County</b>				
	Parker County Transportation Plan (Multi-jurisdictional Transportation Route Study)	A regional corridor study is requested along FM 3325, extending into Tarrant and Wise counties, to assess potential route options or determine if a no-build alternative is appropriate.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 1, NCTCOG conducting the study. Funding source will be existing Transportation Planning Funds.
	Parker County Thoroughfare Plan Update	The County is conducting an update of its thoroughfare plan as a result of significant growth, with several large ranch properties developing land-use plans, and changes in annexation laws. The Update will evaluate the possibility of entering into a County Corridor Agreement Program with TxDOT,		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		ensuring alignment between the corridor agreement and the County's thoroughfare plan.		If needed, technical assistance can be provided under Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, Category 2. Funding source would be existing Transportation Planning Funds.
Parker County Water Resources Assessment and Planning		A study is requested to look out 50 years at water supply needs for Parker County and identify an implementation plan to address water supply needs.		Do not include in the UPWP; not transportation planning.
<b>Dallas Area Rapid Transit</b>				
DART System Vulnerability Assessment and Resilience Plan		DART is conducting a study to assess the vulnerabilities of the DART system and identify and prioritize strategies to increase resiliency.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
<b>Trinity Metro</b>				
Active Transportation Connections to Rail Stations		A regional planning effort is requested to study specific safety and accessibility needs to commuter rail stations in central Tarrant County. The study efforts would conduct in-depth planning and a roadway safety analysis to implement active transportation facilities (sidewalks, on-street bike lanes, off-street shared-use paths) and related safety countermeasures at various barrier crossings. The goal of the effort is to identify appropriate infrastructure connections and safety countermeasures to improve non-motorized access to three TEXRail stations operated by Trinity Metro and the Trinity	Karla Windsor	Include in UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives. Funding source will be existing Surface Transportation Block Grant Program funds.  Project also submitted by North Richland Hills.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		Lakes Station along the Trinity Railway Express from surrounding destinations. The study area includes approximately 11 miles of corridors along major roadways and TEXRail passenger rail lines providing access connecting to rail stations in addition to a half-mile radius surrounding each of the stations.		
Study of Artificial Intelligence in Transit Planning		A study is requested to evaluate four primary Artificial Intelligence (AI) applications: machine learning, artificial neural networks, natural language processing, and computer vision. The study could provide case study examples of how AI is already being used in transit planning, comparisons of applications in other planning-related professions and an assessment of how such applications could be adapted to transit planning situations. In addition, the study could identify barriers that make AI difficult to adopt, determine if any applications are feasible in the next five years, and conclude with recommendations for NCTCOG and local transit agencies to pursue.		Do not include in the UPWP; not transportation planning.
Active Transportation Access to Transit Gap Study		A study is requested to identify pedestrian and other transportation gaps and barriers to transit access along bus routes. The study would equitably choose a quantity of routes to survey, focusing on pedestrian gaps linearly along each route corridor (there are 20 of 30 routes which still require study). The identification and inventory of crosswalks, curb ramps, sidewalks, concrete pads at bus stops, shared-use paths, bike lanes and other active transportation amenities parallel to each bus route are requested, as well as		Do not include in the UPWP; large-scale project beyond scope of Transportation Planning Funds. Refer to previous study of Route 2.

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		recommendations for active transportation improvements.		
	Comprehensive Evaluation of On-Demand Zones	Trinity Metro is conducting an evaluation to assess the effectiveness, efficiency, and financial sustainability of existing On-Demand services, while also exploring opportunities for service optimization. The study will identify zones that underperform or duplicate existing fixed-route services and recommend modifications or restructuring to enhance service efficiency and financial viability.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
	Streetcar Feasibility Study	Trinity Metro is conducting a study to assess the feasibility of developing a streetcar network between downtown Fort Worth and nearby or adjacent districts such as Panther Island, the Cultural District and Fort Worth South (Medical District). In addition to considering vehicle type, specific route options, and alternatives and station locations, the feasibility study will examine economic development opportunity and ridership potential, and define the return on investment.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
	TEXRail TOD Study	Trinity Metro is conducting a Transit Oriented Development (TOD) Plan for the TEXRail corridor in the City of Fort Worth with the following elements: 1) multi-modal connectivity plans to TEXRail stations, 2) guidelines for regulatory codes for TOD, 3) framework for private-sector involvement, 4) best practices to promote TOD and mixed-use development, 5) station area plans, and 6) phased implementation plan.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.

## PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
	Parking Utilization Study	Trinity Metro is conducting a study to determine the parking utilization rates by time of day at all Trinity Metro owned public facilities, including park-n-rides along IH 35W, TEXRail, and TRE Stations in Tarrant County.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
	System Plan	Trinity Metro will create a new System Plan in Fiscal Year 2027. This plan will evaluate the cost-effectiveness of each mode, route, zone and service; assess the criticality of each to the residents of its service area; identify operational challenges; and program changes designed to ensure financial sustainability and allow for growth as the population increases in Fort Worth and partner cities. The Plan will also identify future corridors or zones and identify modes to guide the expansion of transit services in the Trinity Metro system.		Include in the UPWP as part of Chapter VIII, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This is provided as an inventory of other planning projects that will occur within the region.
<b>Dallas Fort Worth International Airport</b>				
	DFW Airport Regional Arterial Technical Assistance	Assistance is requested in assessing existing DFW Airport Arterials to include South Airfield Drive, North Airfield Drive, and Rental Car Drive exits by reviewing subarea travel demand forecasts consistent with the region's Metropolitan Transportation Plan. The outcome will determine improvements needed and strategy for project funding partnerships.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be Transportation Planning Funds.
	DFW Airport Regional Impact Traffic Model	Assistance is requested in the review of model inputs and data-driven assumptions with regional data sources to include cloud-based trip data (INRIX) in support of the refinement of the VISSIM planning-level traffic operations model owned by the Airport	Arash Mirzaei	Include in the UPWP as part of Subtask 2.01, Development of Travel Models. Funding source will be existing Transportation Planning Funds.

**PROJECT SUBMITTALS FOR FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>NCTCOG</b>				
	Warrant Analysis for Exit Signage on IH 35E to Koreatown in Dallas County	A warrant analysis, as defined in the Manual for Uniform Traffic Control Devices, is requested for appropriate highway exit signage to the Korean neighborhood in Northwest Dallas.	Chris Reed	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be provided as Category 2 technical assistance. Funding source will be existing Transportation Planning Funds.



REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING	MAY 2025 COMMENTS	MAY 2025 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2025 OR BEYOND														
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	LOCAL CONTRIBUTION, 7, 12S	10/2020	12/2025 <del>10/2020</del>	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	CITY STAFF BROUGHT A RESOLUTION TO HALTOM CITY'S CITY COUNCIL ON JUNE 10, 2024 TO AFFIRM SUPPORT OF THE PROJECT AND CONFIRM THE AVAILABILITY OF A LOCAL MATCH; CITY STAFF IS WORKING TO MOVE FORWARD WITH THE LOWEST BID AND AWARD A CONTRACT FOR WORK AT GLENVIEW CROSSING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; STAFF RECOMMENDS THAT THE STTC AND RTC ESTABLISH A LETTING DEADLINE OF DECEMBER 2025 FOR THIS PROJECT	<u>MEDIUM RISK</u>	A CONTRACT WAS AWARDED AND WORK HAS BEGUN AT GLENVIEW CROSSING; CONCURRENT CONSTRUCTION BY UPRR AT GLENVIEW CROSSING TO INSTALL SIGNAL DEVICES REQUIRED TO COMPLETE THE QUIET ZONE IS ONGOING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; CITY HAS ADDRESSED UP DESIGN COMMENTS AND RESUBMITTED FOR UP REVIEW	<u>MEDIUM RISK</u>
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	08/2026 <del>05/2025</del> <del>10/2023</del> <del>1/2027</del>	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$11,470,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 <del>05/2025</del> <del>10/2023</del> <del>1/2027</del>	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$21,596,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 <del>05/2025</del> <del>10/2023</del> <del>1/2027</del>	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	08/2026 <del>05/2025</del> <del>10/2023</del> <del>1/2027</del>	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS.  
CHANGES SINCE LAST UPDATE ARE IN RED TEXT.

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE														
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING	MAY 2025 COMMENTS	MAY 2025 RISK RATING
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$19,356,480	SW PE, CAT 2M	01/2023	08/2026 <del>06/2025</del> <del>10/2023</del> <del>1/2027</del>	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUSITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2027 OR BEYOND														
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$197,943,511	CAT 2M, CAT 4, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2027 <del>12/2023</del> <del>09/2024</del>	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	UTILITY RELOCATIONS ARE ONGOING	<u>LOW RISK</u>	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY SEPTEMBER 2025; TXDOT THINKS CONSTRUCTION COULD BE ACCELERATED INTO FY2026	<u>LOW RISK</u>
					TOTAL FUNDING	\$278,935,499								

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2025 COMMENTS	MAY 2025 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	PROJECT COMPLETED MAY 2023	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	PROJECT COMPLETED MAY 2022	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) <del>10/2021</del> <del>07/2021</del>		N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$54,575,908	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) <del>11/2021</del> <del>08/2022</del>		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) <del>12/2021</del> <del>09/2021</del>		N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$30,708,329	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) <del>08/2022</del> <del>06/2022</del> <del>03/2022</del>		N/A (PROJECT HAS LET)
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$46,115,637	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) <del>11/2022</del> <del>06/2022</del> <del>12/2022</del> <del>05/2022</del>		N/A (PROJECT HAS LET)

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE											
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2025 COMMENTS	MAY 2025 RISK RATING
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	<u>06/2023 (ACTUAL)</u> <del>07/2024 (ACTUAL)</del>		<u>N/A (PROJECT HAS LET)</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	<u>09/2027</u> <del>12/2023</del> <del>09/2024</del>		<u>N/A (PROJECT HAS LET)</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	<u>11/2023 (ACTUAL)</u> <del>03/2023</del> <del>09/2022</del> <del>05/2022</del> <del>12/2022</del>		<u>N/A (PROJECT HAS LET)</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$91,604,860	SW PE, S102, 4, 12	09/2023	<u>01/2024 (ACTUAL)</u> <del>12/2023</del> <del>09/2023</del>		<u>N/A (PROJECT HAS LET)</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024 (ACTUAL)</u> <del>04/2024</del> <del>03/2023</del> <del>01/2023</del> <del>12/2022</del>		<u>N/A (PROJECT HAS LET)</u>
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024 (ACTUAL)</u> <del>04/2024</del> <del>03/2023</del> <del>01/2023</del> <del>12/2022</del>		<u>N/A (PROJECT HAS LET)</u>
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	<u>\$76,775,511</u>	RTR, LOCAL CONTRIBUTION	06/2022	<u>09/2024 (ACTUAL)</u> <del>10/2023</del> <del>09/2022</del> <del>08/2022</del>		<u>N/A (PROJECT HAS LET)</u>
					<b>TOTAL FUNDING</b>	<b>\$384,150,571</b>					

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE								
TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 <del>\$7,000,000</del>	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023- 2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 <del>\$9,500,000</del>	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023- 2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 <del>\$1,287,880</del>	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
55312	0365-03-053	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	<u>\$1,590,744</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	
<u>14032.2</u>	<u>0442-02-161</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>IH 35E</u>	<u>AT BEAR CREEK ROAD</u>		<u>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>	<u>\$5,805,916</u>	<u>\$1,451,479</u>	<u>\$0</u>	<u>\$7,257,395</u>	<u>\$5,805,916</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
14089	0092-04-077	TXDOT-DALLAS	DALLAS	C	IH 45	AT SH 34/ENNIS AVE		CONSTRUCT TEXAS U-TURNS, LEFT TURN LANES, AND TRAFFIC SIGNAL IMPROVEMENTS/RETIMING	\$5,962,940	\$1,490,735	\$0	\$7,453,675	<u>\$7,094,799</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$600,000	\$150,000	\$0	\$750,000	<u>\$600,000</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
25002.3	1068-04-182	TXDOT-DALLAS	DALLAS	C	IH 30	MACARTHUR BLVD	BELT LINE RD	INSTALL NEW DYNAMIC MESSAGE SIGN	\$250,000	\$62,500	\$0	\$312,500	<u>\$520,448</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	<u>\$1,013,333</u>	05/2025 <del>02/2025</del>	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
21024	0718-02-076	TXDOT-FORT WORTH	FORT WORTH	C	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS	\$2,400,000	\$600,000	\$0	\$3,000,000	<u>\$2,400,000</u>	05/2025 <del>06/2025</del>	OBLIGATED (2025)	
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	<u>\$1,010,000</u>	05/2025 <del>04/2025</del>	OBLIGATED (2025)	FPAA FOR CONSTRUCTION <u>RECEIVED</u> ANTICIPATED IN <u>APRIL 2025</u> <del>NOVEMBER/DECEMBER 2024</del>
<u>25036</u>	<u>1068-04-176</u>	<u>GRAND PRAIRIE</u>	<u>DALLAS</u>	<u>C</u>	<u>IH 30</u>	<u>MACARTHUR</u>	<u>SH 161</u>	<u>INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS</u>	<u>\$288,596</u>	<u>\$72,149</u>	<u>\$0</u>	<u>\$360,745</u>	<u>\$288,596</u>	05/2025 (ACTUAL)	OBLIGATED (2025)	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED
25104.1	0918-47-475	NCTCOG	DALLAS	T	VA	SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING AND TRANSIT SUPPORTIVE INFRASTRUCTURE AND TECHNOLOGY NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES	\$5,000,000	\$0	\$1,250,000	\$6,250,000	<u>\$5,000,000</u>	05/2025 (ACTUAL) <del>06/2025</del>	OBLIGATED (2025)	PROJECT HAS NOT BEEN APPROVED BY FHWA; FUNDS HAVE TRANSFERRED (MAY 2025)
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	<u>\$200,000</u>	06/2025 <del>12/2024</del>	OBLIGATED (2025)	DELAYED FROM FY2024; AFA <u>AND FPAA EXECUTED</u> IS UNDER REVIEW
14062	0918-47-272	FARMERS BRANCH	DALLAS	C	VA	WESTSIDE ART TRAIL FROM CAMPION TRAIL TO MERCER PARKWAY	AND FROM EMERALD STREET TO DENTON DRIVE	CONSTRUCT MINIMUM 12 FT WIDE SHARED-USE PATH	\$4,545,725	\$0	\$0	\$4,545,725	<u>\$4,545,725</u>	08/2025	OBLIGATED (2025)	
11853.2	0008-07-036	ARLINGTON	FORT WORTH	R	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	FM 157/COLLINS STREET; IN ARLINGTON	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING WITHIN THE DISTRICT	\$1,280,000	\$0	\$320,000	\$1,600,000	\$0	09/2018 (ACTUAL) <del>02/2025</del>	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT IN PROGRESS
<u>25022</u>	<u>0902-90-050</u>	<u>FORT WORTH</u>	<u>FORT WORTH</u>	<u>E</u>	<u>VA</u>	<u>CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL</u>	<u>TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION</u>	<u>CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL</u>	<u>\$1,581,770</u>	<u>\$0</u>	<u>\$395,443</u>	<u>\$1,977,213</u>	<u>\$0</u>	07/2019 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
<u>55108.1</u>	<u>0047-07-228</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>US 75</u>	<u>AT NORTHAVEN ROAD</u>		<u>CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)</u>	<u>\$1,200,000</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$1,500,000</u>	<u>\$0</u>	02/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	06/2021 (ACTUAL) <del>02/2025</del>	EXPECTED TO OBLIGATE IN FY2025	CITY <del>WORKING TO PROCURE</del> <u>HAS PROCURED</u> CONSULTANT FOR FINAL 10% OF DESIGN; <u>AWAITING PROPOSED SCOPE AND CITY COUNCIL APPROVAL</u> ; ENVIRONMENTAL CLEARANCE <u>ON HOLD AND</u> ANTICIPATED IN <u>MID</u> EARLY 2025
<u>14013.3</u>	<u>0902-00-235</u>	<u>FORT WORTH</u>	<u>FORT WORTH</u>	<u>E</u>	<u>VA</u>	<u>CENTREPORT TRAIL FROM CENTREPORT STATION</u>	<u>CITY LIMITS</u>	<u>CONSTRUCT 12 FT WIDE SHARED-USE PATH</u>	<u>\$160,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$160,000</u>	<u>\$0</u>	04/2022 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
<u>14071</u>	<u>1392-01-044</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>FM 1378</u>	<u>FM 3286</u>	<u>SOUTH OF FM 3286</u>	<u>CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)</u>	<u>\$2,000,000</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$2,500,000</u>	<u>\$0</u>	05/2023 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
<a href="#">14013.3</a>	<a href="#">0902-00-235</a>	<a href="#">FORT WORTH</a>	<a href="#">FORT WORTH</a>	<a href="#">R</a>	<a href="#">VA</a>	<a href="#">CENTREPORT TRAIL FROM CENTREPORT STATION</a>	<a href="#">CITY LIMITS</a>	<a href="#">CONSTRUCT 12 FT WIDE SHARED-USE PATH</a>	<a href="#">\$634,800</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$634,800</a>	<a href="#">\$0</a>	<a href="#">01/2024 (ACTUAL)</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION</a>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	<a href="#">07/2025 02/2025</a>	EXPECTED TO OBLIGATE IN FY2025	CITY <del>WORKING-TO-PROCURE</del> <a href="#">PROCURED</a> CONSULTANT FOR FINAL 10% OF DESIGN; <del>CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING</del> ; ENVIRONMENTAL CLEARANCE <del>ON HOLD AND</del> ANTICIPATED IN <del>MID</del> <a href="#">EARLY</a> 2025; <del>DETAILED SCHEDULE FROM CITY IS PENDING</del>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	<a href="#">07/2025 02/2025</a>	EXPECTED TO OBLIGATE IN FY2025	CITY <del>WORKING-TO-PROCURE</del> <a href="#">PROCURED</a> CONSULTANT FOR FINAL 10% OF DESIGN; <del>CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING</del> ; ENVIRONMENTAL CLEARANCE <del>ON HOLD AND</del> ANTICIPATED IN <del>MID</del> <a href="#">EARLY</a> 2025; <del>DETAILED SCHEDULE FROM CITY IS PENDING</del>
21073	0918-47-388	RICHARDSON	DALLAS	C	CS	CAMPBELL ROAD	AT UNIVERSITY PARKWAY	CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE, NEW TRAFFIC SIGNALS, AND EXTEND THE WESTBOUND RIGHT TURN LANE	\$1,300,000	\$0	\$0	\$1,300,000	\$0	<a href="#">07/2025 03/2025</a>	EXPECTED TO OBLIGATE IN FY2025	CITY IS FINISHING <del>100%</del> <a href="#">95%</a> PS&E SUBMITTAL FOR TXDOT'S REVIEW
11616.1	0918-00-464	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,450,000	\$0	\$0	\$3,450,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	<a href="#">08/2025 03/2025</a>	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <a href="#">AFA DEVELOPMENT IN PROGRESS</a>
<a href="#">25022.1</a>	<a href="#">2266-02-164</a>	<a href="#">FORT WORTH</a>	<a href="#">FORT WORTH</a>	<a href="#">E</a>	<a href="#">VA</a>	<a href="#">CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR</a>	<a href="#">ARLINGTON RIVER LEGACY TRAIL</a>	<a href="#">CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH</a>	<a href="#">\$200,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$200,000</a>	<a href="#">\$0</a>	<a href="#">08/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTION PENDING</a>
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	<a href="#">08/2025 05/2025</a>	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; TXDOT REVIEWING FOOTPRINT FOR ENVIRONMENTAL CLEARANCE; ENVIRONMENTAL CLEARANCE <a href="#">RECEIVED APRIL 2025</a> ANTICIPATED DECEMBER 2024, AND RIGHT-OF-WAY ACQUISITION CAN BEGIN ONCE THAT IS RECEIVED
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING ON AFA
<a href="#">11657.2</a>	<a href="#">0918-00-482</a>	<a href="#">NCTCOG</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">M&amp;O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE</a>	<a href="#">IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED</a>	<a href="#">ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS</a>	<a href="#">\$1,025,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$1,025,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">FUNDING ADVANCED TO FY2025 VIA FEBRUARY 2025 TIP MODIFICATION CYCLE</a>
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	<a href="#">09/2025 06/2025</a>	EXPECTED TO OBLIGATE IN FY2025	ENGINEERING NOT STARTING UNTIL SEPTEMBER 2025 AND ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN
<a href="#">21039</a>	<a href="#">0008-08-079</a>	<a href="#">GRAND PRAIRIE</a>	<a href="#">DALLAS</a>	<a href="#">C</a>	<a href="#">SH 180</a>	<a href="#">ON MAIN STREET AT JEFFERSON STREET</a>		<a href="#">CONSTRUCT ROUNDABOUT</a>	<a href="#">\$480,000</a>	<a href="#">\$120,000</a>	<a href="#">\$0</a>	<a href="#">\$600,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">NOT EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED</a>
21069	0008-14-137	FORT WORTH	FORT WORTH	C	CS	MARINE CREEK PARKWAY FROM NAUTILUS CIRCLE	WESTBOUND JIM WRIGHT (IH 820) FRONTAGE ROAD	CONSTRUCT LEFT TURN LANES AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURNING LANES	\$2,720,000	\$680,000	\$0	\$3,400,000	\$0	10/2025	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<a href="#">95% PLANS UNDER REVIEW; UTILITIES HAVE BEEN CLEARED</a>
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$100,000	\$0	\$0	\$100,000	\$0	10/2025	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	<a href="#">11/2025 08/2025</a>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% DESIGN UNDER REVIEW; <a href="#">RIGHT-OF-WAY DELAYS HAVE PUSHED THE LET DATE TO FY2026</a>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	12/2025	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<del>DELAYED FROM FY2024;</del> <u>DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	<u>12/2025</u> <del>08/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; <u>DESIGN DELAYS HAVE PUSHED THE LET DATE TO 12/2025</u>
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	<u>12/2025</u> <del>08/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; <u>DESIGN DELAYS HAVE PUSHED THE LET DATE TO 12/2025</u>
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	02/2026	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<u>DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	<u>03/2026</u> <del>09/2025</del>	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2025	<u>DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$521,000	\$0	\$0	\$521,000	\$0	04/2026	NOT EXPECTED TO OBLIGATE IN FY2025	CITY IS WORKING THROUGH LAND DONATION PROCESS; <u>95% PLANS UNDER REVIEW</u>
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	<u>04/2026</u> <del>09/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<u>WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED</u>
14013.3	0902-00-235	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$7,185,375	\$0	\$0	\$7,185,375	\$0	<u>05/2026</u> <del>06/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<u>95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION</u>
14013.3	0902-00-395	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$6,011,700	\$0	\$1,502,925	\$7,514,625	\$0	<u>05/2026</u> <del>06/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<u>95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION</u>
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2026	NOT EXPECTED TO OBLIGATE IN FY2025	<u>DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRAIDING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	<u>06/2026</u> <del>06/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE <u>RECEIVED APRIL 2025</u> ANTICIPATED <del>DECEMBER 2024</del> , AND UTILITY RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED AND RIGHT-OF-WAY ACQUISITION FOR TIP 25066.1 IS COMPLETE
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2025	<u>DESIGN START ANTICIPATED AROUND AUGUST 2025, SO ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN</u>
<u>25022.1</u>	<u>2266-02-164</u>	<u>FORT WORTH</u>	<u>FORT WORTH</u>	<u>C</u>	<u>VA</u>	<u>CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR</u>	<u>ARLINGTON RIVER LEGACY TRAIL</u>	<u>CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH</u>	<u>\$5,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,800,000</u>	<u>\$0</u>	<u>07/2026</u>	<u>NOT EXPECTED TO OBLIGATE IN FY2025</u>	<u>PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 MODIFICATION CYCLE; AFA EXECUTION PENDING</u>
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (AWAITING FOOTPRINT); CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS ON ROW; <u>DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$1,300,000	\$211,250	\$113,750	\$1,625,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; <a href="#">DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE</a>
								TOTAL	\$87,520,127	\$6,228,113	\$5,137,611	\$98,885,851	\$30,069,561			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$999,892)
TOTAL PROJECT ADJUSTMENTS	\$41,600
TOTAL OBLIGATED IN FY2025	\$30,069,561
EXPECTED TO OBLIGATE IN FY2025	\$16,525,542
NOT EXPECTED TO OBLIGATE IN FY2025	\$42,328,075

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	<u>\$1,500,000</u>	<u>12/2024 (ACTUAL)</u> 02/2025	OBLIGATED (2025)	DELAYED FROM FY2024
11699.2	0902-00-358	NCTCOG	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$341,000	\$0	\$0	\$341,000	<u>\$341,000</u>	<u>01/2025 (ACTUAL)</u> 02/2025	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (JANUARY 2025)
11699.1	0918-00-423	NCTCOG	DALLAS	T	VA	REGIONAL VANPOOL PROGRAM (EASTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$2,577,000	\$0	\$0	\$2,577,000	<u>\$2,577,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
<u>13030</u>	<u>0009-11-254</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>IH 30</u>	<u>IH 35E</u>	<u>IH 45</u>	<u>IH 35E TO CESAR CHAVEZ BLVD: RECONST &amp; WIDEN 6 TO 12 GP, RECONST 2/6 LANE DISC TO 2/6 LANE DISC FRTG, RDS &amp; REMOVE 4 WB CD LANES; CESAR CHAVEZ BLVD TO IH 45: RECONSTRUCT &amp; WIDEN 6 TO 7 GP, RECONST 1 TO 1 LANE HOV-R AND CONST 0 TO 2/4 LANE DISC FRTG</u>	<u>\$45,761,445</u>	<u>\$11,440,361</u>	<u>\$0</u>	<u>\$57,201,806</u>	<u>\$45,761,445</u>	<u>02/2025 (ACTUAL)</u>	OBLIGATED (2025)	ADDITIONAL FUNDING FOR COST OVERRUNS AT LETTING
20003.1	0918-47-528	DART	DALLAS	T	VA	MEANDERING WAY AT SILVER LINE RAIL CROSSING		INSTALL FLASHING OR LIT SIGNAGE FOR ENHANCED VISIBILITY AT MEANDERING WAY	\$124,608	\$0	\$0	\$124,608	<u>\$124,608</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.2	0918-47-529	DART	DALLAS	T	VA	SILVER LINE RAIL LINE FROM EXISTING TERMINATION OF SAFETY WALL TO WATERVIEW (UNIVERSITY PLACE WALL EXTENSION)		EXTEND SAFETY WALL TO WATERVIEW	\$1,000,000	\$0	\$0	\$1,000,000	<u>\$1,000,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.4	0918-24-308	DART	DALLAS	T	VA	ON COIT ROAD	AT OSAGE PLZ COURT	CONSTRUCT NEW SIGNAL	\$863,333	\$0	\$0	\$863,333	<u>\$863,333</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.5	0918-47-532	DART	DALLAS	T	VA	COTTON BELT/SILVER LINE RAIL LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION ENGINEERING FOR SILVER LINE RAIL	\$229,099	\$0	\$0	\$229,099	<u>\$229,099</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
21015.6	<u>0918-00-489</u> <u>0918-24-270</u>	DART	DALLAS	T	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVER LINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	<u>\$800,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
24013	0918-00-469	DART	DALLAS	T	VA	TRE REPLACEMENT VEHICLES		PURCHASE 9 REPLACEMENT VEHICLES	\$30,000,000	\$0	\$7,500,000	\$37,500,000	<u>\$30,000,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
<u>55310</u>	<u>0918-47-502</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>VA</u>	<u>OVER IH 30; FROM EAST OF ERVAY ST</u>	<u>HARWOOD ST</u>	<u>CONSTRUCT SUPPORT STRUCTURES INCLUDING UNDERGROUND SHAFTS AND WALLS FOR PEDESTRIAN CAPS TO BE CONSTRUCTED ACROSS IH 30</u>	<u>\$11,000,000</u>	<u>\$0</u>	<u>\$2,750,000</u>	<u>\$13,750,000</u>	<u>\$9,242,775</u>	<u>02/2025 (ACTUAL)</u>	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
55312	0365-03-050	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	<u>\$1,600,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	
11691.1	0918-00-443	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$2,750,000	\$0	\$0	\$2,750,000	<u>\$2,750,000</u>	<u>03/2025 (ACTUAL)</u> 08/2025	OBLIGATED (2025)	OBLIGATED UNDER CONTRACT CSJ 0918-00-412
<u>14032.2</u>	<u>0442-02-161</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>IH 35E</u>	<u>AT BEAR CREEK ROAD</u>		<u>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>	<u>\$80,000</u>	<u>\$20,000</u>	<u>\$0</u>	<u>\$100,000</u>	<u>\$1,763,097</u>	<u>03/2025 (ACTUAL)</u>	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$1,334,424	\$333,606	\$0	\$1,668,030	<u>\$2,123,771</u>	03/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	
<u>50013.2</u>	<u>0581-01-183</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>SL 12</u>	<u>FORSYTHE DRIVE</u>	<u>MYSTIC TRAIL</u>	<u>INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 6 LOCATIONS</u>	<u>\$2,400,000</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$3,000,000</u>	<u>\$2,400,000</u>	<u>03/2025 (ACTUAL)</u>	OBLIGATED (2025)	
<u>50013.3</u>	<u>0581-01-184</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>SL 12</u>	<u>NORTH OF MADDOX ROAD</u>	<u>HILLBURN DRIVE</u>	<u>INSTALL TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS AT 4 LOCATIONS</u>	<u>\$1,600,000</u>	<u>\$400,000</u>	<u>\$0</u>	<u>\$2,000,000</u>	<u>\$1,600,000</u>	<u>04/2025 (ACTUAL)</u>	OBLIGATED (2025)	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11678	0902-00-383	NCTCOG	FORT WORTH	I	VA	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	\$2,500,000	\$0	\$0	\$2,500,000	<del>\$2,500,000</del>	<del>05/2025 (ACTUAL)</del> 04/2025	<del>OBLIGATED (2025)</del>	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	<del>\$506,667</del>	<del>05/2025 02/2025</del>	<del>OBLIGATED (2025)</del>	FUNDS HAVE TRANSFERRED (MAY 2025)
21014.2	0918-00-448	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	\$500,000	\$0	\$0	\$500,000	<del>\$500,000</del>	<del>05/2025 (ACTUAL)</del> 02/2025	<del>OBLIGATED (2025)</del>	TRANSIT-TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024; FUNDS HAVE TRANSFERRED (MAY 2025)
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	<del>\$990,000</del>	<del>05/2025 04/2025</del>	<del>OBLIGATED (2025)</del>	FPAA FOR CONSTRUCTION RECEIVED ANTICIPATED- IN APRIL 2025 NOVEMBER/DECEMBER 2024
<del>50013.1</del>	<del>0581-01-182</del>	<del>TXDOT-DALLAS</del>	<del>DALLAS</del>	<del>C</del>	<del>SL 12</del>	<del>SOUTH OF JOHN WEST</del>	<del>TILLMAN STREET</del>	<del>INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 5 LOCATIONS</del>	<del>\$2,000,000</del>	<del>\$500,000</del>	<del>\$0</del>	<del>\$2,500,000</del>	<del>\$1,748,000</del>	<del>05/2025 (ACTUAL)</del>	<del>OBLIGATED (2025)</del>	
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	<del>\$3,476,307</del>	06/2025	<del>OBLIGATED (2025)</del>	DELAYED FROM FY2024; AFA EXECUTED
24007	0918-47-514	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$2,000,000	\$0	\$0	\$2,000,000	<del>\$2,000,000</del>	08/2025	<del>OBLIGATED (2025)</del>	
<del>55269</del>	<del>0196-02-132</del>	<del>TXDOT-DALLAS</del>	<del>DALLAS</del>	<del>C</del>	<del>IH 35E</del>	<del>FRANKFORD RD</del>	<del>CORPORATE DR</del>	<del>CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES</del>	<del>\$800,000</del>	<del>\$200,000</del>	<del>\$0</del>	<del>\$1,000,000</del>	<del>\$0</del>	<del>12/2022 (ACTUAL)</del>	<del>EXPECTED TO OBLIGATE IN FY2025</del>	<del>ADDITIONAL FUNDING FOR CHANGE ORDERS ON A PROJECT THAT HAS ALREADY OBLIGATED</del>
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	<del>09/2023 (ACTUAL)</del> 03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA EXECUTION PENDING IS BEING DRAFTED; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS)
<del>25022</del>	<del>0902-90-050</del>	<del>FORT WORTH</del>	<del>FORT WORTH</del>	<del>C</del>	<del>VA</del>	<del>CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL</del>	<del>TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION</del>	<del>CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL</del>	<del>\$6,530,734</del>	<del>\$0</del>	<del>\$1,632,683</del>	<del>\$8,163,417</del>	<del>\$0</del>	<del>09/2023 (ACTUAL)</del>	<del>EXPECTED TO OBLIGATE IN FY2025</del>	<del>ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED</del>
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$2,960,000	\$0	\$740,000	\$3,700,000	\$0	<del>12/2023 (ACTUAL)</del> 05/2025	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; CITY TO INITIATE AFA AMENDMENT WITH TXDOT
21086	0918-24-302	MCKINNEY	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$3,000,000	\$0	\$0	\$3,000,000	\$0	05/2025	EXPECTED TO OBLIGATE IN FY2025	
11554.3	0918-00-461	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$0	<del>06/2025 04/2025</del>	EXPECTED TO OBLIGATE IN FY2025	
21086.1	0047-05-063	TXDOT-DALLAS	DALLAS	R	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$6,800,000	\$0	\$0	\$6,800,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,250,000	\$0	\$0	\$1,250,000	\$0	<del>08/2025 05/2025</del>	EXPECTED TO OBLIGATE IN FY2025	
11618.2	0918-00-362	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,780,000	\$945,000	\$0	\$4,725,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
<del>11663.3</del>	<del>0918-00-446</del>	<del>NCTCOG</del>	<del>DALLAS</del>	<del>I</del>	<del>VA</del>	<del>ENTIRE MANAGED LANE SYSTEM</del>		<del>DEVELOP, TEST, &amp; IMPLEMENT TECHNOLOGY TO DETECT &amp; VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, &amp; INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE &amp; NCTCOG STAFF TIME</del>	<del>\$1,800,000</del>	<del>\$0</del>	<del>\$0</del>	<del>\$1,800,000</del>	<del>\$0</del>	<del>08/2025</del>	<del>EXPECTED TO OBLIGATE IN FY2025</del>	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
<a href="#">11674</a>	<a href="#">0902-00-074</a>	<a href="#">NCTCOG</a>	<a href="#">FORT WORTH</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">DFW CORE EXPRESS HIGH SPEED RAIL</a>	<a href="#">FROM DALLAS TO FORT WORTH</a>	<a href="#">COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE</a>	<a href="#">\$1,650,343</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$1,650,343</a>	<a href="#">\$0</a>	<a href="#">08/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">TRANSIT TRANSFER REQUEST SUBMITTED IN MARCH 2025</a>
14038.2	0902-00-344	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$550,000	\$0	\$0	\$550,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
24032	0000-02-071	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE	IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	USERS OF A HIGH PROBABILITY OF WATER POOLING , PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$0	<a href="#">09/2025</a> <del>08/2025</del>	EXPECTED TO OBLIGATE IN FY2025	
<a href="#">11647.2</a>	<a href="#">0918-00-383</a>	<a href="#">NCTCOG</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">LAND USE/TRANS &amp; BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING &amp; PROGRAMMING, &amp; TRANSIT ORIENTED DEVELOPMENT</a>	<a href="#">TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING</a>	<a href="#">ADA COMPLIANCE; COLLECT &amp; ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE</a>	<a href="#">\$2,565,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$2,565,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">FUNDING ADVANCED TO FY2025 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE</a>
<a href="#">11657.2</a>	<a href="#">0918-00-482</a>	<a href="#">NCTCOG</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">M&amp;O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE</a>	<a href="#">IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED.</a>	<a href="#">ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS</a>	<a href="#">\$1,025,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$1,025,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">FUNDING ADVANCED TO FY2025 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE</a>
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$550,000	\$0	\$0	\$550,000	\$0	<a href="#">09/2025</a> <del>08/2025</del>	EXPECTED TO OBLIGATE IN FY2025	
11694.1	0918-00-454	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	\$600,000	\$0	\$0	\$600,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	\$400,000	\$0	\$0	\$400,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
<a href="#">16007.1</a>	<a href="#">0918-00-493</a>	<a href="#">NCTCOG</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">LIMITED ACCESS FACILITIES IN DALLAS DISTRICT</a>	<a href="#">SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL 12, US 67, US 80, IH 35E, IH 45, US 175</a>	<a href="#">CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY</a>	<a href="#">\$400,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$400,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE</a>
<a href="#">16008.1</a>	<a href="#">0918-00-494</a>	<a href="#">NCTCOG</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION</a>	<a href="#">CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO, DATA EXCHANGE, TRANSPORTATION MGMT. SYSTEM,</a>	<a href="#">C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS</a>	<a href="#">\$500,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$500,000</a>	<a href="#">\$0</a>	<a href="#">09/2025</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2025</a>	<a href="#">NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE</a>



STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,	& IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL	TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	\$200,000	\$0	\$0	\$200,000	\$0	08/2025	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <b>PROJECT TO BE CANCELLED IN A FUTURE TIP MODIFICATION CYCLE</b>
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0	STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$900,000	\$0	\$0	\$900,000	\$0	08/2025	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS; <b>PROJECT TO BE MOVED OUT VIA A FUTURE TIP MODIFICATION</b>
21035	0918-47-427	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$259,912	\$0	\$64,978	\$324,890	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	<b>PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING</b>
21035	0918-47-428	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$2,983,285	\$0	\$0	\$2,983,285	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	<b>PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING</b>
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <b>PROJECT TO BE CANCELLED</b>
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,610,000	\$0	\$0	\$2,610,000	\$0	09/2025	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	<b>10/2025</b> <b>09/2025</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING WITH TXDOT ON THE AFA
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	<b>11/2025</b> <b>03/2025</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	<b>AFA AMENDMENT IS PENDING; ENVIRONMENTAL CLEARANCE ANTICIPATED IN AUGUST 2025</b>
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	<b>11/2025</b> <b>08/2025</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <b>AWAITING UPDATED PROJECT SCHEDULE; PROJECT MAY BE DELAYED TO FY2026</b>
11626	0902-00-384	NCTCOG	FORT WORTH	E	VA	ROADWAY SAFETY AUDITS	REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL	PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	\$1,500,000	\$0	\$0	\$1,500,000	\$0	12/2025	NOT EXPECTED TO OBLIGATE IN FY2025	<del>WILL BE</del> DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	HARRY HINES/MCKINNON COUPLET WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST,	SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH	PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLET INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	\$3,000,000	\$0	\$0	\$3,000,000	\$0	<b>12/2025</b> <b>05/2025</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA AND FPAA EXECUTED; <b>DELAYED TO FY2026 VIA THE MAY 2025 MODIFICATION CYCLE</b>
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	<b>12/2025</b> <b>10/2024</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <del>UPDATE FROM CITY OF FORT WORTH ON SCHEDULE PENDING;</del> <b>CITY WORKING ON SCOPING THE PROJECT TO KEEP IT UNDER THE AVAILABLE FUNDING</b>
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	<b>12/2025</b> <b>04/2025</b>	<b>NOT</b> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% PLANS AND BID DOCUMENTS BEING FINALIZED; CITY WORKING ON RIGHT-OF-WAY ACQUISITION <b>AND UTILITY RELOCATIONS; PROJECT DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE</b>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	<u>01/2026</u> <del>03/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	<u>03/2026</u> <del>03/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	<u>03/2026</u> <del>09/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
21076	0918-47-396	GARLAND	DALLAS	R	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,000,000	\$0	\$0	\$3,000,000	\$0	03/2026	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTED
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,120,000	\$0	\$0	\$1,120,000	\$0	<u>03/2026</u> <del>09/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	UTILITIES TO BE RELOCATED DURING CONSTRUCTION; <u>WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED</u>
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$9,750,000	\$0	\$0	\$9,750,000	\$0	<u>03/2026</u> <del>09/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	<u>WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED</u>
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$1,088,750	\$586,250	\$8,375,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; <u>DELAYED TO FY2026 VIA THE MAY 2025 MODIFICATION CYCLE</u>
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE <u>RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION</u> PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE <u>RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION</u> PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	<u>09/2026</u> <del>08/2025</del>	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO <u>FY2027 VIA THE 2027-2030 TIP DEVELOPMENT</u> ; FY2026 VIA THE FEBRUARY TIP-MODIFICATION CYCLE
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	<u>09/2026</u> <del>08/2025</del>	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO <u>FY2027 VIA THE 2027-2030 TIP DEVELOPMENT</u> ; FY2026 VIA THE FEBRUARY TIP-MODIFICATION CYCLE
11684.5	0918-47-389	RICHARDSON	DALLAS	C	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$1,768,800	\$0	\$0	\$1,768,800	\$0	<u>09/2026</u> <del>08/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$0	\$0	\$0	\$0	\$0	<u>N/A</u> <del>05/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTION PENDING; DELAYED FROM FY2024; <u>PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	<u>N/A</u> <del>03/2025</del>	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON-HOLD; <u>PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	<del>N/A</del> 03/2025	<del>NOT</del> EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON-HOLD; <del>PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE</del>
								TOTAL	\$245,053,374	\$23,012,503	\$14,970,911	\$283,036,788	\$116,397,102			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,296,255)
TOTAL PROJECT ADJUSTMENTS	(\$11,759,339)
TOTAL OBLIGATED IN FY2025	\$116,397,102
EXPECTED TO OBLIGATE IN FY2025	\$48,891,077
NOT EXPECTED TO OBLIGATE IN FY2025	\$80,194,721

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40070	0902-90-198	ARLINGTON	FORT WORTH	C	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$3,554,643	\$0	\$0	\$3,554,643	<span>\$1,809,787</span>	<span>05/2025</span> <span>06/2025</span>	<span>OBLIGATED (2025)</span>	2020 TA SET ASIDE CALL FOR PROJECTS
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$355,463	\$0	\$0	\$355,463	<span>\$284,371</span>	<span>05/2025</span> <span>06/2025</span>	<span>OBLIGATED (2025)</span>	2020 TA SET ASIDE CALL FOR PROJECTS
40081	0902-90-292	NORTH RICHLAND HILLS	FORT WORTH	C	CS	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH	CRANE RD ON THE EAST, MID-CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	\$663,596	\$0	\$0	\$663,596	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>100% PLANS ARE UNDER REVIEW</span>
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$0	<span>11/2025</span> <span>08/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>95% PLANS ARE UNDER REVIEW; RIGHT-OF-WAY ACQUISITION AND COORDINATION WITH UTILITIES IS UNDERWAY</span>
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$0	<span>12/2025</span> <span>09/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>LETTING. DELAYED DUE TO PENDING APPROVAL FROM FEMA</span>
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	<span>12/2025</span> <span>03/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>95% PLANS NEEDED FOR TXDOT REVIEW</span>
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$0	<span>12/2025</span> <span>03/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>ENGINEERING IS AT 30%, SO LETTING WILL NOT OCCUR IN FY2025</span>
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	<span>02/2026</span> <span>06/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <span>PLANS NEEDED FOR TXDOT REVIEW</span>
40078	0918-47-325	DALLAS	DALLAS	C	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	\$3,836,092	\$0	\$0	\$3,836,092	\$0	<span>10/2026</span> <span>08/2025</span>	<span>NOT</span> EXPECTED TO OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% DESIGN; <span>DELAYED TO FY2027 VIA THE MAY 2025 TIP MODIFICATION CYCLE; IMPROVEMENTS BEING INCORPORATED INTO A LARGER PROJECT THAT WILL RECONSTRUCT ROSS AVENUE TO TAKE ADVANTAGE OF ECONOMIES OF SCALE</span>
								TOTAL	\$21,902,909	\$0	\$3,373,277	\$25,276,186	\$2,094,158			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$102,858)
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$2,094,158
EXPECTED TO OBLIGATE IN FY2025	\$663,596
NOT EXPECTED TO OBLIGATE IN FY2025	\$17,329,207

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20003.3	0918-47-531	DART	DALLAS	T	VA	SILVER LINE ROADWAY/RAIL CROSSINGS FROM COIT ROAD TO HILLCREST ROAD		CONSTRUCT 6 FOOT SIDEWALKS ON EACH SIDE OF HILLCREST ROAD, ALONG COIT ROAD, AND IN QUIET ZONE AREA	\$1,083,466	\$0	\$0	\$1,083,466	<span>\$1,083,466</span>	02/2025 <span>(ACTUAL)</span>	<span>OBLIGATED (2025)</span>	<del>TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024</del> <span>FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025)</span>
24030	0902-00-385	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$26,181,600	\$0	\$0	\$26,181,600	<span>\$19,500,000</span>	08/2025 <del>03/2025</del>	<span>OBLIGATED (2025)</span>	<del>TRANSIT TRANSFER REQUEST SUBMITTED IN-NOVEMBER 2024</del> <span>A PORTION OF THE FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025); PROJECT SCHEDULE IS PENDING; TRANSIT TRANSFER REQUEST FOR REMAINING FUNDS TO BE SUBMITTED IN MAY 2025</span>
								TOTAL	\$27,265,066	\$0	\$0	\$27,265,066	\$20,583,466			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$20,583,466
EXPECTED TO OBLIGATE IN FY2025	\$0
NOT EXPECTED TO OBLIGATE IN FY2025	\$0





NCTCOG PRESENTATION

# PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2025 PROJECT TRACKING UPDATE

Surface Transportation Technical Committee | May 23, 2025



# BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
  - Focuses on projects funded 10+ years that have not gone to construction
  - Creates agency accountability to implement projects
- FY2025 Project Tracking
  - Focuses on projects slated for implementation in FY2025
  - Highlights potential problems in order to prevent delays
  - Provides earlier monitoring
  - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances



# **MPO MILESTONE POLICY ROUND 2 STATUS UPDATE**



# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (MAY 2025)<sup>1</sup>

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2025	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$197,943,511
Total	7		\$278,935,499

1: To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.



# **FISCAL YEAR 2025 PROJECT TRACKING**



# SUMMARY OF FY2025 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available <sup>1</sup>	Federal Funding Obligated (2025) <sup>2, 3, 4</sup>	FY2025 Project Phases <sup>5</sup>		Project Phases Obligated to Date
	May 2025	May 2025	Oct. 2024	May 2025	May 2025
CMAQ	\$83,386,312	\$29,111,269	39	33	12
STBG	\$180,037,654	\$103,341,508	63	52	24
TASA	\$41,734,302	\$1,991,300	9	4	2
CRP	\$24,469,923	\$20,583,466	2	2	2

## Notes:

<sup>1</sup> Apportionment plus carryover

<sup>2</sup> Obligations based on the federal fiscal year, which runs from October to September

<sup>3</sup> Obligation amounts as of 5/9/2025

<sup>4</sup> When applicable, obligated amounts include funding issued on multiple projects through pre-award authority

<sup>5</sup> Decreased due to phases being delayed to a later fiscal year or removed altogether



# CONTACT US



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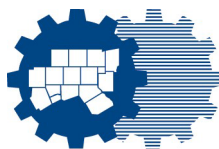
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## North Central Texas Council of Governments

TO: Surface Transportation Technical Committee  
Regional Safety Advisory Committee

DATE: May 23, 2025

FROM: Sonya J. Landrum  
Program Manager  
Transportation Department

SUBJECT: Regional Safety Advisory Committee 2025–2026 Membership Appointments

The North Central Texas Council of Governments (NCTCOG) would like to thank you for your continued support of and/or participation on the Regional Safety Advisory Committee (RSAC) to date. Your agency's participation is vital to RSAC's success. The 2025–2026 term is upon us, and we request that you designate your agency's membership on the RSAC. As part of the Committee initiatives:

“One Surface Transportation Technical Committee (STTC) member from each organization, as designated in the Regional Transportation Council (RTC) Bylaws, may choose to represent their entity on the RSAC, or they may choose to designate an alternate representative.” Private sector participation is allowed with one representative from each private sector agency. Members shall provide NCTCOG staff notice of their decision in writing annually.

To designate your agency's membership on the RSAC, please provide the following information by responding to Camille Fountain at [CFountain@nctcog.org](mailto:CFountain@nctcog.org) by **Friday, June 27, 2025**.

1. Confirm your participation in the activities of the RSAC; or
2. Designate an individual to represent your entity by providing their full contact information including: Name, Job Title, Agency, Mailing Address, City, State, Zip, Phone, and E-mail address. Only their name and agency will be made available in roster format on NCTCOG's website.

If your organization has more than one representative on STTC, please coordinate to determine one official individual to represent your organization on RSAC, though all staff and interested parties are welcome to attend meetings. For individuals not responding with confirmation of participation and membership by the June 27 deadline, your agency's seat on RSAC for the 2025–2026 term will be noted as vacant, until a member is confirmed. The first meeting of the 2025–2026 term will be held on July 25, 2025. A copy of the current RSAC roster is attached.

If you have any questions or concerns, please feel free to contact me at [slandrum@nctcog.org](mailto:slandrum@nctcog.org). Thank you in advance for your participation on the NCTCOG Regional Safety Advisory Committee.

*Sonya J. Landrum*  
Sonya Landrum

SJL:cc  
Attachment

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Camille Fountain, Principal Transportation Planner, NCTCOG

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# REGIONAL SAFETY ADVISORY COMMITTEE

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City of Burleson

**Matthew Tilke**  
City of Plano

**Jennifer VanderLaan**  
Johnson County

**Gregory Van Nieuwenhuize**  
City of Haltom City

**Jason Wu**  
Texas A&M Transportation

**VACANT**

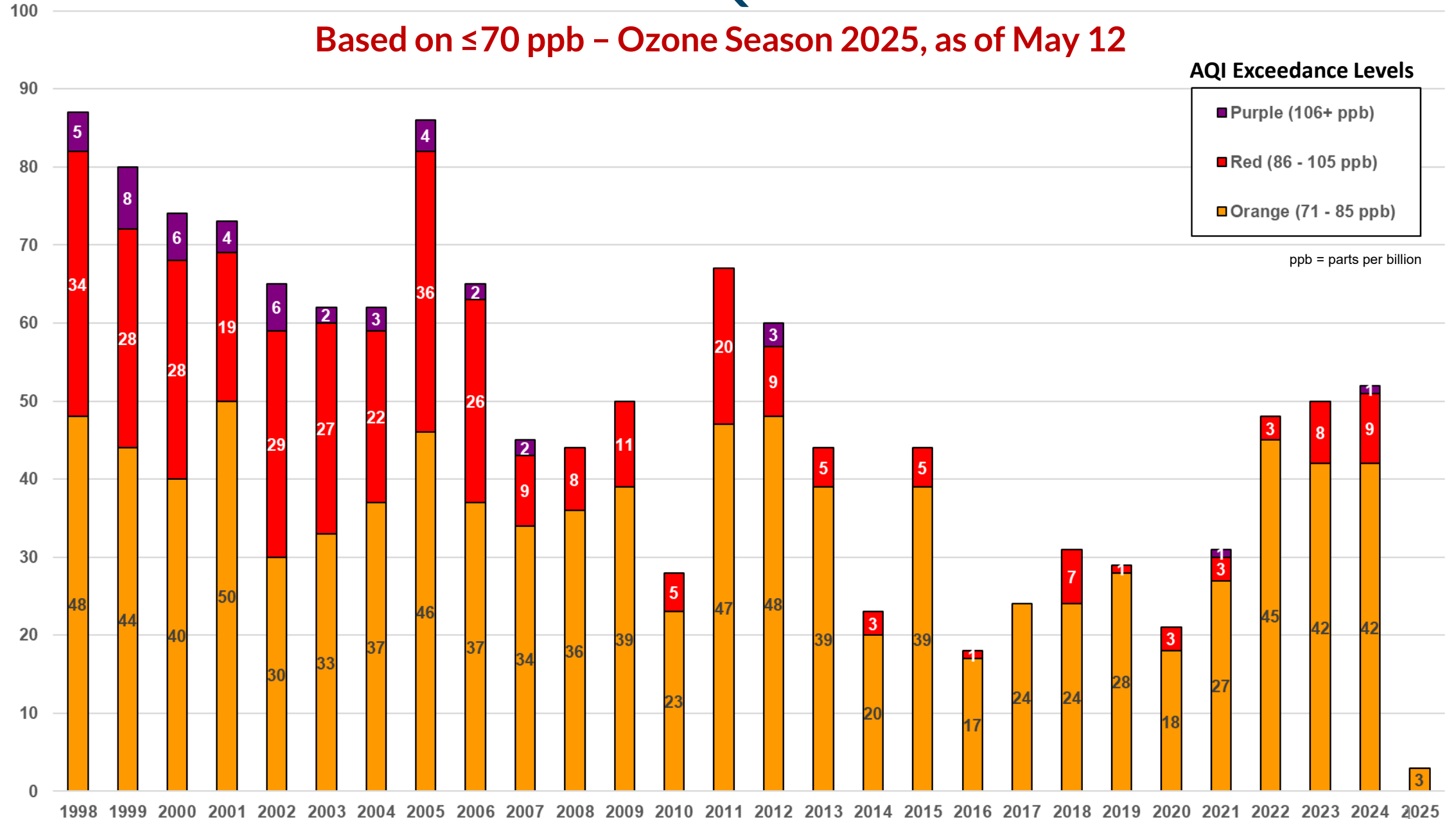
City of Carrollton  
City of Lancaster,  
City of Lucas  
City of Mesquite  
City of Southlake  
City of Wilmer

Rockwall County  
Tarrant County

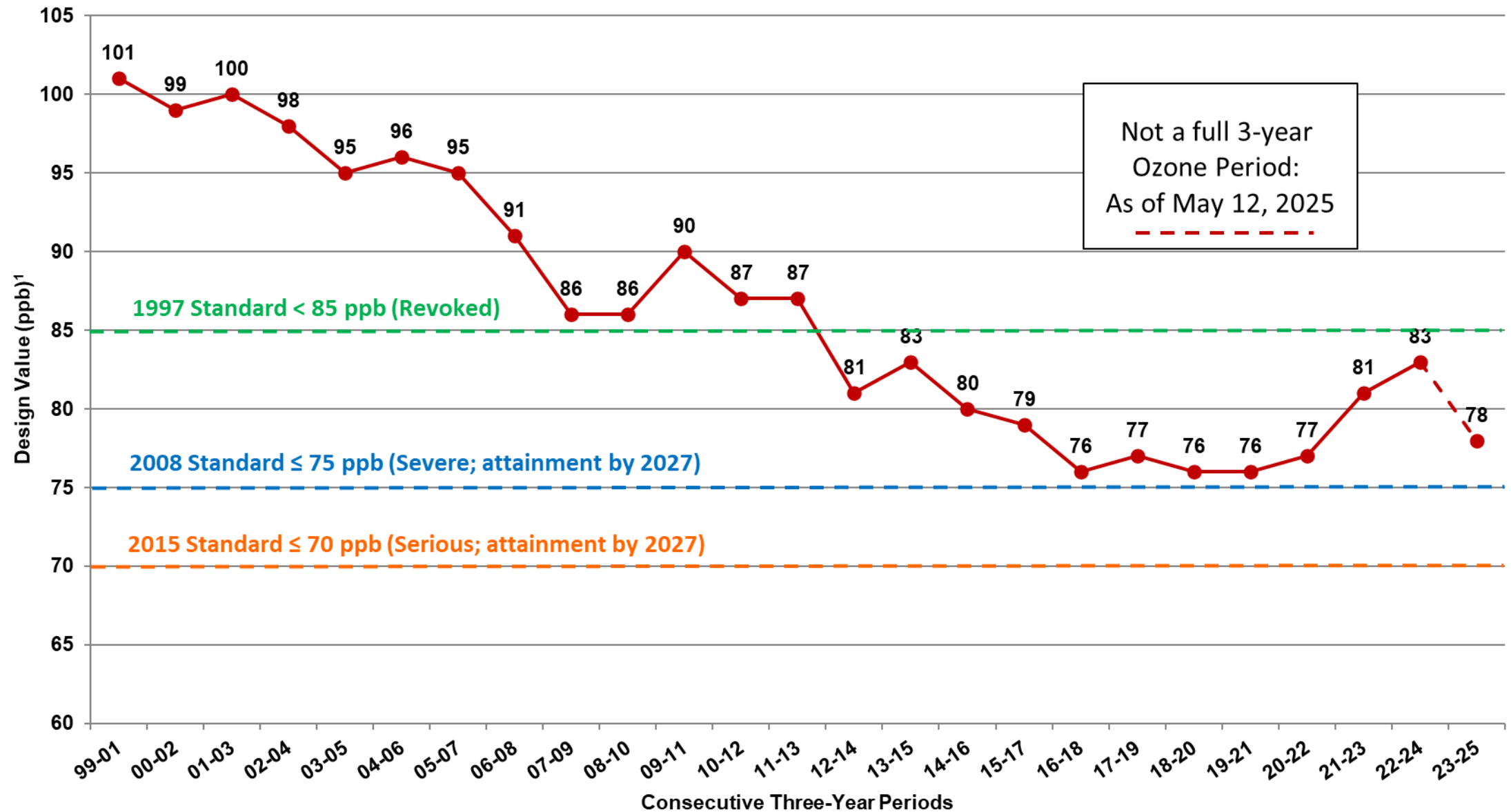
October 23, 2024

# 8-hour Ozone NAAQS Historical Trends

Based on  $\leq 70$  ppb – Ozone Season 2025, as of May 12



# 8-hour Ozone NAAQS Historical Trends



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

# FOR MORE INFORMATION

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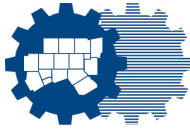
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817-695-9170

<https://www.nctcog.org/trans/quality/air>





North Central Texas Council of Governments

TO: Select Stationary Facility Owners in the DFW Ozone  
Nonattainment Area

Date: May 15, 2025

FROM: Chris Klaus  
Senior Program Manager

SUBJECT: Follow-up Meeting from January 2024 to Discuss DFW Non-Attainment Status and the  
Dallas-Fort Worth Air Quality Improvement Plan Updates

Your organization is invited to join the North Central Texas Council of Governments (NCTCOG) staff for a follow-up discussion about efforts to improve air quality across the Dallas-Fort Worth area. This meeting is being driven by several key factors that will be covered in further detail:

- Compliance with National Ambient Air Quality Standards (NAAQS):  
<https://www.nctcog.org/trans/quality/air/Ozone>
- Clean Air Act (CAA) Requirements - Texas Commission on Environmental Quality's (TCEQ) Section 185 Fee Proposed Rulemaking: <https://www.tceq.texas.gov/airquality/point-source-ei/185-fee>. **Your organization is believed to own/operate one or more facilities that may be impacted by these fees. Public comments on the proposed rulemaking are being accepted from now through June 18 through the TCEQ website.**
- NCTCOG's Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP):  
<https://nctcog.publicinput.com/dfwaqip>
- Funding opportunities to improve local air quality:  
<https://www.nctcog.org/trans/quality/air/Funding-and-Resources>

NCTCOG is hosting a meeting **on Tuesday, June 10, 2025, from 2-4pm in the Transportation Council Room at the NCTCOG Campus** – 616 Six Flags Drive, Arlington, TX 76011.

There will be a virtual option, as well. The Zoom link can be found on the DFW AQIP Website: [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) or use the QR code provided in this invitation to access the website.

Please pass this invitation along to other staff in your organization as appropriate. If you have any questions, please contact Daniela Tower, Air Quality Planner, at 817-704-2956 or [dtower@nctcog.org](mailto:dtower@nctcog.org).



Chris Klaus

DT:js



— CONTINUED FROM FRONT PAGE —

## DID YOU KNOW?



1

**Driving Unbuckled:**

An unbuckled backseat passenger **increases the risk of fatality** for the front-seat driver by **137%**

3

**Night Driver:**

You're more likely to die in a crash at night, **yet fewer people buckle up after dark.**

2

**Low Speeds are still Dangerous:**

Crashes at low speeds can still create **thousands of pounds of force**. **That force** is more than enough to **seriously injure or eject** an unbelted passenger.

4

**The Campaign Helps to Save Lives:**

The campaign is credited with **saving more than 7,800 lives** and preventing **139,000 serious injuries.**

SOURCE: TxDOT

TxDOT graphic

## A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

## 1. FUNDING SOURCES



Motor Fuel Taxes



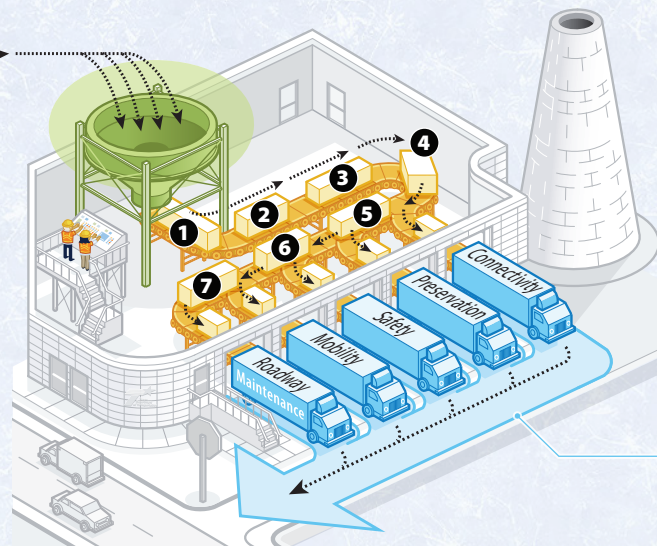
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



## 2. ADVANCED PLANNING

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

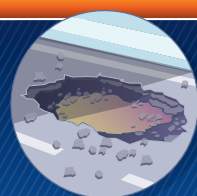
## 3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: TxDOT

TxDOT graphic

## FOR MORE INFORMATION:

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



## REPORT A POTHOLE:

Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.  
Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>

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

DALLAS DISTRICT  
PROGRESS

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

## EVERY CLICK COUNTS



As experts in safety, all of us at TxDOT don't necessarily need a campaign to remind us that seat belts save lives. But for many drivers on Texas roads, that simple truth still hasn't clicked. That's why starting May 15, TxDOT will again participate in the national Click It or Ticket safety campaign. Through May 31, our agency will continue educating motorists on the importance of buckling up.

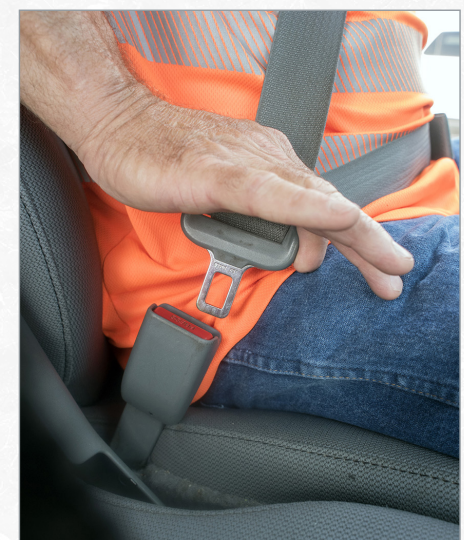
While the message is familiar, it remains as urgent as ever. In 2023, 1,183 people died in Texas crashes while not wearing a seat belt. That's **nearly half** of all crash-related fatalities when you exclude motorcyclists, bicyclists, and pedestrians. This campaign is about reaching the drivers who still think seat belts are optional. The numbers are clear: wearing a seat belt reduces the risk of dying in a crash by 45% for people in the front seat of passenger cars, and by up to 60% for pickups.

Law enforcement across Texas and the nation will be stepping up patrols this spring to reinforce that seat belt use isn't just smart — it's the law. But public education remains a critical piece, and **that's where everyone can do their part.** Whether it's as simple as leading by example and buckling up, sharing social media posts or reinforcing the message in community conversations, each of us can amplify the campaign in a way that resonates.



Vehicle crashes are the leading cause of death for U.S. teens. The "Rollover Conviner" visits local high schools to show students the importance of wearing a seat belt.

SOURCE: TxDOT photos



Click It or Ticket may be well known, but its significance still carries an important, lifesaving message. It's up to TxDOT and all its agency partners to keep it front of

mind and help others make it second nature. **Stay safe and buckle up, Texas!**

MORE ON BACK PAGE »



APRIL 2025 LET PROJECTS						
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	0009-11-268	I-30	PGBT to Bass Pro Drive	Hazard elimination & safety	ICOS Management, LLC	\$1.84 M
2	0581-01-184	SL 12	North of Maddox Road to Hillburn Drive	Install traffic signal	YUNEX LLC	\$2.42 M
3	2746-01-009	FM 2727	SH 243 to FM 429	Rehabilitate existing roadway	A.L. Helmcamp, Inc.	\$16.86 M
*	0918-47-403	Various	Various intersections in the City of Dallas	Traffic signal improvements	YUNEX LLC	\$3.63 M
ESTIMATED TOTAL						\$24.75 M
DISTRICT FY ACCUMULATIVE LETTINGS						\$1.68 B

\* Unmapped.

MAY 2025 PROJECTED LET PROJECTS • (SUBJECT TO CHANGE)					
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	0008-08-080	SH 180	Bagdad Rd. to MacArthur Blvd.	Traffic signal improvements	\$2.12 M
2	0092-13-031	BI 45F	At Post Oak Creek	Bridge replacement	\$4.23 M
3	0581-01-182	SL 12	South of John West to Tillman St.	Install traffic signal	\$3.52 M
4	0918-47-234	S Beltline Rd.	Belt Line Rd. at Goff Branch	Bridge replacement	\$7.69 M
5	1014-01-013	FM 547	FM 6 to US 380	Rehabilitate existing roadway	\$23.25 M
ESTIMATED TOTAL					\$40.81 M

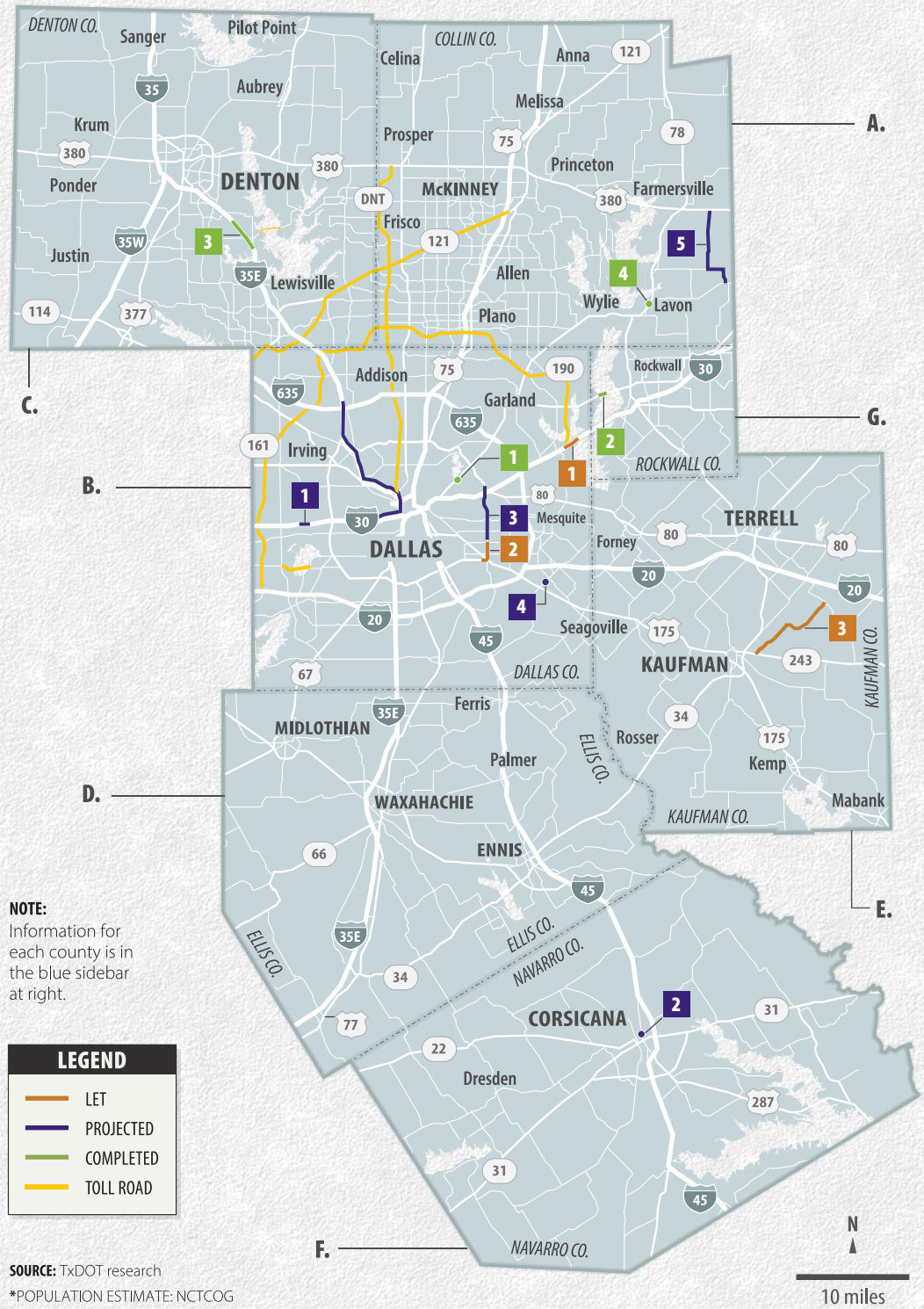
COMPLETED CONSTRUCTION PROJECTS • (FROM APRIL 1-30, 2025)						
#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-02-074	SH 78	From E Lawther Dr. to San Rafael Dr.	Bicycle and pedestrian improvements	\$0.9	4/28/2025
2	0009-04-077	SH 66	West of SH 205	Bridge maintenance	\$2.2	4/17/2025
3	0196-01-118	I-35E	From N of Hickory Creek to Corinth	Rehabilitate of existing road	\$14.2	4/28/2025
4	0281-01-040	SH 78	From N of Bently Dr. to Bently	Intersection improvements	\$2	4/28/2025
ESTIMATED TOTAL					\$19.3 M	

SOURCE: TxDOT

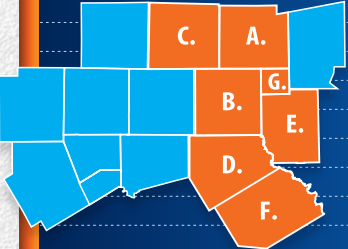
TxDOT graphic

## DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **April 2025**, are projected to let in **May 2025**, or have recently been **completed**.



SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



### 2024 DALLAS DISTRICT 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



MINUTESREGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas**  
**Regional Transit Performance Measures Update and Draft Targets**  
**Transportation Alternatives Program Call for Projects: Recommended Funding Awards**  
**Rural Rail Corridor Project**  
**Regional Bicycle Safety Action Plan Survey**

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, April 7, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogApr25](http://www.publicinput.com/nctcogApr25). Dan Lamers, Senior Program Manager, moderated the meeting attended by 129 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 Nov. 10, 2022. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Regional Transit Performance Measures Update and Draft Targets - **presented by Ezra Pratt**
- Transportation Alternatives Program Call for Projects: Recommended Funding Awards - **presented by Kevin Kokes**
- Rural Rail Corridor Project - **presented by Savannah Briscoe**

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/nctcogApr25](http://www.publicinput.com/nctcogApr25).

Summary of Presentations

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:**  
<https://nctcog.org/getmedia/3d04e414-8805-41f0-9479-1a771c8adac1/Mobility-2050.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes

funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

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

To assist planning staff in understanding how the transportation system works for the public, visit: [www.publicinput.com/Mobility2050](http://www.publicinput.com/Mobility2050).

***Regional Transit Performance Measures Update and Draft Targets presentation:***

<https://nctcog.org/getmedia/de069a6d-0ff6-40d7-90f1-1898bcc094b7/Regional-Transit-Performance-Measures-Update-and-Draft-Targets.pdf>

The Public Transportation Agency Safety Plans (PTASPs) are a means for transit providers and Metropolitan Planning Organizations to monitor and improve the safety of transit systems under their jurisdiction. Provider targets are established annually, while regional safety targets are established every four years. The five required groups of performance measures include safety/major events, fatalities, injuries, assaults on transit workers and system reliability. In April 2024, several new measures were added with updated Federal Transit Administration (FTA) regulations. The goal of the targets is to achieve a 10% improvement from the regional baseline average performance by 2029. Fatality and Assaults on Transit Workers targets are set to zero. Staff presented the current performance and draft updated targets for PTASP measures.

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports regular maintenance, inspections, tracking asset conditions, planning maintenance and replacing assets, among other practices, to achieve a state of good repair. Staff presented the current regional performance for the TAM measures.

The RTC will take action on the new Regional Transit Safety Targets in July 2025.

***Transportation Alternatives Program Call for Projects: Recommended Funding Awards presentation:***

<https://nctcog.org/getmedia/f6bab49-93b3-4008-ba50-7ec3175175c4/Transportation-Alternatives-Program-Call-for-Projects.pdf>

***Handout:*** [https://www.nctcog.org/getmedia/3a6bc845-270c-4bac-906b-03a753898ced/Draft\\_TA-Project-Evals\\_Funding-Rec.pdf](https://www.nctcog.org/getmedia/3a6bc845-270c-4bac-906b-03a753898ced/Draft_TA-Project-Evals_Funding-Rec.pdf)

Project activities eligible to receive funding from the 2025 Transportation Alternatives Call for Projects (TA CFP) include safe routes planning, shared-use paths and on-street bikeways in the Dallas-Fort Worth-Arlington, Frisco-McKinney and Denton-Lewisville urbanized areas. The 2025 TA CFP had three eligible project categories: active transportation construction, Safe Routes to School (SRTS) construction and planning. Each category had its own set of scoring criteria.

NCTCOG staff received 22 applications and is recommending awarding funding to projects in the City of Carrollton, City of Crowley, City of Dallas, City of Denton, City of Fort Worth, City of Frisco, City of Plano, City of Richardson, City of Richland Hills, Dallas County and the Town of Addison. A breakdown of funding allocations can be viewed at [www.publicinput.com/nctcogApr25](http://www.publicinput.com/nctcogApr25) or in the linked handout.

The RTC will take action on the 2025 Transportation Alternatives Call for Projects funding recommendations in June 2025.

**Rural Rail Corridor Project presentation:** <https://nctcog.org/getmedia/c4d09852-eba3-47eb-ba01-c060e858e9c5/Rural-Rail-Corridor-Project.pdf>

The Northeast Texas Rural Rail Transportation District (NETEX) corridor currently runs from the Titus-Franklin County line to Wylie/Lavon in Collin County. Due to a lack of tracks in certain portions and the state of rail infrastructure in the corridor, active rail operations are limited. Improvements to the rail infrastructure, including tracks, bridge, and other infrastructure would help bring the corridor into a state of good repair and preserve right-of-way for future use. Staff presented the four phases of NETEX's development, including pedestrian trail construction plans, improvements to the rail line and extension.

NCTCOG staff is in communication with TxDOT regarding next steps for the Rural Rail Corridor Project.

### **Summary of Online Review and Comment Topics**

**Regional Bicycle Safety Action Plan Survey link:**

<http://www.publicinput.com/bikesafety>

NCTCOG is developing a Regional Bicycle Safety Action Plan, which will summarize existing crash patterns and trends, identify potential safety countermeasures and recommend new policies and programs to save lives and support safe, bicycle-friendly communities. Responses from this survey will be used to make policy recommendations and prioritize bicycle safety improvements across the North Texas region.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Mobility 2050: The Metropolitan Transportation Plan for North Central Texas**

#### **In-person**

**Minesha Reese, Dallas County**

A. Mobility 2050

*Question:* Do you have detailed tables associated with the recommendation maps?

*Summary of response by Gwen Dorko:* More details can be found on the website, [nctcog.org/planinprogress](http://nctcog.org/planinprogress).

## **Regional Transit Performance Measure Targets Update**

### **In-person**

**Bernard Wade, Amalgamated Transit Union**

A. Bill to protect public servants

*Comment:* Is there any bill in congress right now that is going to charge anyone who assaults a public servant with a felony?

*Summary of response by Ezra Pratt:* We are not aware of any active state or federal bills on this issue. However, the Federal Transit Administration's new performance measure to protect transit workers has prompted transit providers to integrate operator safety into their overall planning. FTA actions now require transit agencies to not only meet safety targets but also develop processes to address the recent rise in assaults and other safety incidents. This separation of operator safety from general transit metrics marks a significant change. I will check with our legislative team to see if any related bills are pending.

*Summary of response by Dan Lamers:* We will speak to our Legislative Team about potential bills. The Regional Transportation Council (RTC) will be reviewing these targets at their meeting this week. It is staff's recommendation to them that there be no tolerance for any assault on transit workers for us within the region because there is no room for any assault on a public sector employee whatsoever. We fully expect they'll adopt the zero target and do what needs to be done in order to achieve that target. That could include working with people like Representative Yvonne Davis's office to make sure that happens. So, we share the concern, and the RTC is committed to zero deaths and zero assaults.

### **Website**

**Anne Glasscock, Citizen**

A. Outer Loop

*Comment:* The Outer Loop needs to extend to and possibly beyond US 175 in Kaufman.

*Summary of response by Hannah Witcher:* Thank you for your comment. We will make sure to pass this along to the Regional Transportation Council.

## **Transportation Alternatives Program Call for Projects: Recommended Funding Awards**

### **In-person**

**Abhishek Acharya, Kimley-Horn**

A. Project scoring results

*Question:* Are you planning to release the scoring of all these projects, so applicants can better prepare for future applications?

*Summary of response by Kevin Kokes:* The scoring tables are provided in the packet today.

**Farhan Butt, City of Denton Transportation**

**A. Grant application process**

*Comment:* The City of Denton submitted a grant application and a few weeks back, we were notified we had made it to the next step, and it's not being rejected. They called us and said there might be a new template for the agreement, and we may have to submit the agreement again. It's been a month and a half now, and we haven't heard anything. Can COG help us figure out what the application status is and where our grant approval or agreement process is?

*Summary of response by Kevin Kokes:* We have some contacts who can help you.

**Other**

**In-person**

**Claude Spivey, Representative Yvonne Davis's office**

**A. High-speed rail project**

*Question:* Has there been any unique developments or movement on the high-speed rail project?

*Summary of response by Dan Lamers:* NCTCOG remains engaged in developing a high-speed rail connection from Houston to Dallas. We are working with Amtrak and Texas Central on the project, and Amtrak plans to hire a management consultant to assist in overseeing the corridor's development. The proposal includes an extension from Dallas to Fort Worth with an optional stop in Arlington, allowing for both express and local service. Officials are moving forward with environmental planning under the National Environmental Policy Act while collaborating with local governments and TxDOT's Dallas and Fort Worth districts. The route, which follows the IH 30 Corridor into Downtown Dallas and Fort Worth, is designed to connect directly to a preselected Dallas station established with the Federal Railroad Administration. Additionally, Dallas officials recently completed an economic impact study on how the high-speed rail components will interact with the city's infrastructure, with findings to be presented to the city council in the coming months.

**Website**

**Jonathan Ackmann, Citizen**

**A. Transit service in Roanoke area**

*Comment:* Is there any plan to add transit to the northeast part of the metro? I live in Roanoke and the closest station to be able to take a train to the American Airlines Center or the airport is a 20-minute drive away. This will only get worse as this part of the metro is growing extremely quickly.



*Summary of response by Dan Lamers:* We are collaborating with rail corridor owners and operators to explore adding passenger rail service on existing tracks rather than building new corridors. This cost-effective approach follows models like the Trinity Railway Express between Dallas and Fort Worth, TEXRail between downtown Fort Worth and DFW Airport and the DART Silver Line from DFW Airport to Plano. Although we are assessing opportunities to extend service north of Tarrant County or south of Denton County, freight operators largely control these lines, limiting capacity for passenger trains. In the meantime, we have partnered with Trinity Metro to run an express bus on the toll-managed IH 35W express lane from Downtown Fort Worth to the Alliance area. We will continue discussions with rail operators to explore additional future options.

**Doug Mobley, Citizen**

**A. Transit service in Mansfield and Midlothian**

*Question:* What are the transit rail plans for Mansfield and Midlothian? Those areas are experiencing some growth and development.

*Summary of response by Dan Lamers:* We are evaluating opportunities to extend passenger rail service in rapidly developing areas, with a focus on the Mansfield line. The recommended route, which extends from Mansfield to Midlothian, is still under discussion with rail owners regarding necessary improvements in track infrastructure and signaling. Meanwhile, we are collaborating with cities along these corridors to “get ready for rail” by promoting transit-oriented development around potential station sites. Strategic station placement is essential to offer convenient access and encourage ridership. North of Downtown Fort Worth, no rail improvements are planned, with the exception of a high-capacity transit option that uses the toll express lane on IH 35W.

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG Public Meeting - Comments and Questions - April 7, 2025 Meeting

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Pg. 7 - Question

With current and projected figures showing that a greater percentage of the population living outside the current transit authority service areas, will there be more of a push for transit agencies to expand beyond their current boundaries?

Regional Transit Performance Measures Update and Draft Targets

Pg. 7 - Question

the last bullet point on this page.

What are some examples of multimodal enhancements at or near major transit centers?

2025 Transportation Alternatives Program Call for Projects: Recommended Funding Awards

Pg. 10

Comments + Question

I am pleased that you are considering projects in the Town of Addison where I live.

I am interested to learn, for the bike lanes that will be on the same road as automobiles, what would be done to allow for emergency vehicles and vehicles becoming disabled on the lane dedicated to motorists? As I understand it, where there are currently two lanes for vehicular traffic on Quorum, one lane would become dedicated for bicycles.

(See reverse side for continuation)

Pg. 10 of 2

## (2025 Transportation Alternatives Continuation)

IF the number of automobile lanes will be reduced, we still need space for emergency vehicles to travel. Also, if a car or truck breaks down, there needs to be a passing lane. Especially with the elimination of required safety inspections on our vehicles, the number of disabled cars might increase, so we have to allow for the contingency of vehicle breakdowns. In addition, although commercial trucks might observe loading and unloading zones and procedures, I have noticed private individuals stopping their car in the right hand lane to load or unload goods or passengers. If we only have one lane, this would hold up traffic. It would take considerable enforcement manpower to remedy this. Having a parking lane is not the answer because potentially cars might be parked there, prohibiting passing cars from using that space. I would hate for this area to become like some areas of Queens in New York City, where cars are double parked on both sides of the road and traffic comes to a standstill and everyone is honking their horns because traffic cannot get through. In that instance, the stoppage is caused by double parking, not bicycle lanes, but the result would be similar.

### Rural Rail Corridor Project

Comment This sounds like a great project. With all the proposed improvements, these rural areas might become increasingly isolated.

Phyllis Silver  
04/21/2025

Transportation Topic Not Addressed  
in the April 7, 2025 COG  
Public Meeting

The topic of Public Transportation Agency  
Safety Plan made me think that  
I have not heard about any  
progress on the wrong way driver  
safety initiative. Several years ago,  
this had been a topic that was  
occasionally discussed. We were told  
that ideas were being talked about.  
I don't know if we <sup>have</sup> had any  
effective improvements in this area.  
There continues to be fatalities and  
injuries caused by wrong way drivers  
and I had expected that more enhancements  
would be made to prevent these tragic  
occurrences.

Can you let me know what recent  
developments have been made in this area?

Thank you.

Phyllis Silver  
04/21/2025

**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 Thursday, March 20 through Saturday, April 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement, roadways and transit 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 9 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://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Bicycle/Pedestrian/Sustainable Development**

**Facebook –**

1. As part of our #TopicOfTheMonth series about sustainable development and the vital role it plays in our region, we're excited to spotlight the Lake Highlands Multimodal Connectivity Project in Dallas. With a \$2.77 million investment, this initiative improved trails and intersections for bicyclists and pedestrians around DART's Lake Highlands Station. This project strengthens the community's connection to transit and promotes sustainable, walkable neighborhoods, supporting the vision of sustainability in a transit-oriented development. Read how this project continues to promote sustainable growth: <https://l.facebook.com/topic-of-the-month> – NCTCOG Transportation Department



They look like nice ones. — Trish Worrick

**Written –**

1. I would like to get in touch with the department responsible for speed bumps/humps in residential area and maintenance of public green spaces. — Gabrielle Donley

## Instagram –

1. Did you know that some North Texas trails like the Sante Fe, Northeast Texas, and Bush Spring trails used to be rail lines? Discover more on our website, including an interactive map of trails and on-street bikeways at the link in our bio! #DFWtrails #railstotrails #NorthTexastrails #CelebrateTrailsDay #EarthMonth – NCTCOG Transportation Department (@nctcogtrans)



Bring back passenger rail. — Ben Rozelle (@benballer456)

## Roadways

### Online –

1. 287 in Waxahachie, TX needs to be widened to 3 lanes in each direction. Exits off I-35 to get on 287 are suicide exits. It feels like people need to be killed to make it less dangerous. The population has grown since 1976 when 287 was built. — Brian Bennett

Thank you for your comment. We will make sure to pass this along to the Regional Transportation Council. — NCTCOG Transportation Department

2. US 80 Bridge project near Forney, I635 Project near Garland/Mesquite seems to be taking an inordinate amount of time to complete. Do you give contractors incentives to complete projects early? The inconvenience to local citizens is massive. — Dean Conner

Thank you for your comment and question. To answer your question, select projects (including both listed) do include monetary incentives and disincentives designed to accelerate the completion of the project. Often, a Road User Cost value per day is established and incorporated into the competitive bidding process as the contract time component of the low-bid determination. The contractor would then be assessed the road user cost penalty if their contract bid days are exceeded. — NCTCOG Transportation Department



3. The Outer Loop needs to extend to and possibly beyond US 175 in Kaufman. — Anne Glasscock

Thank you for your comment. We will make sure to pass this along to the Regional Transportation Council. — NCTCOG Transportation Department

### Public Involvement

#### Facebook –

1. Long-range transportation plans, funding awards and more for review/comment. — NCTCOG Transportation Department



The entirety of DFW needs better public transportation, bicycle infrastructure, and walkability. That includes DART and DCTA. The DART Silver Line is pretty cool, but it's putting the cart before the horse when DART could've built over a dozen BRT lines with dedicated lanes separated. After the silver line is completed, it's really time for DART to really start planning out proper BRT lines with dedicated lanes and busways to bridge that gap between regular buses and light rail as well as making the city of Farmers Branch and city of Frisco streetcar suburbs. — David Perry

David Perry That's fine until it's your property they want to take over or have it go down your street. — Dovie Williams

Dovie Williams I'm okay with a streetcar going around Valley View Lane and Valwood Parkway. There is a new parking structure that is sitting there until construction resumes. If they are derelict houses that are sitting unsold for years, ripping them down and building a low rise multifamily in their place won't bother me at all and I'll see it as a net positive for the future of walkability. Also, street cars are very quiet and will not bother me. I would rather hear conversations and the passing bus every few minutes than the constant roaring of traffic. — David Perry

Andy Prior — Japheth Pace

No DART in my neighborhood. — Linda Nordeck

Linda Nordeck Why not? I'm curious. — Andrea Lise

Andrea Lise It would be nice, but we have no trains or regular buses. I guess Dallas doesn't think we need it in Southeast Dallas. — Linda Nordeck

Linda Nordeck Collin County is even worse. It would be great to have affordable and reliable massive transportation options. — Andrea Lise

Andrea Lise Yes it would. — Linda Nordeck

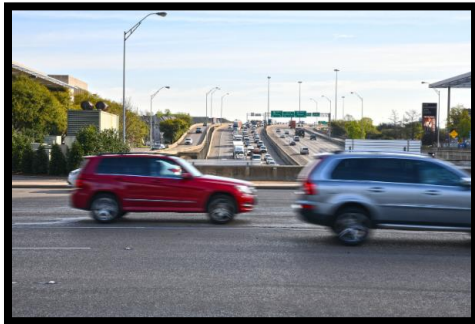
Additional comments can be viewed here:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02pa5ByMYBtMnnCCciS94W6iAbcMa5uT4Ku2tVZKpcLcp6FFhjpQzq8F9zhPEBd1PDI>

### Safety

#### Instagram –

1. As we continue to highlight roadway safety for our #TopicOfTheMonth series, this week we're providing helpful tips on how to avoid distracted driving. First, keep your phone's settings on silent while driving and pull over if you need to check your phone or do anything else that interferes with driving. Let your friends, family and coworkers know you won't be able to respond to texts or calls while on the road. Lastly, be aware. Pay attention to your surroundings and keep an eye out for pedestrians, cyclists and construction zones. Read more about these tips and other resources to keep you informed on roadway safety at the link in our bio! #Transportation #RoadwaySafety #DistractedDrivingAwareness — NCTCOG Transportation Department (@nctcogtrans)



I avoid distracted driving by avoiding driving. — Matt Havener (@matthavener)

### Transit

#### Facebook –

1. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. — NCTCOG Transportation Department



Pay for out of their bank accounts, not steal taxpayers' money. — Brian Bennett

David Lee Morrison, here is something you may like.... Thought about you. — John Nicks

Conflict of interest since one of your board members of the NTCOG is also Chairman of the Board for DCTA, which manages ACCESS, AND is Mayor of a city in which ACCESS operates.....Let's stop the back scratching and appointing your municipal cronies to each other's boards! So unethical..... — Bonni Crisfulli

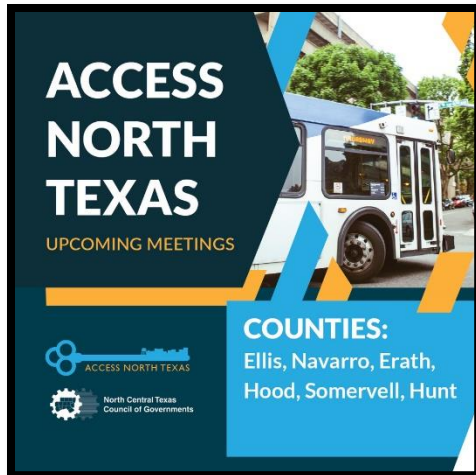
Council of Governments includes government officials on its board. Shocking! — William Robbins

Bonni Crisfulli, are you an A.I.? You post this same exact message and then don't explain yourself. Why should the head of DCTA, a regional public transit agency, NOT be a board member of the NCTCOG Transportation Department? — Matthew Banks

Additional comments can be viewed here:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02D2jRXzv6utsKFJWVM7HwyhcEQGXutdLYa1bAQNvZksQAZfHzGni6fgCz2tKAEoFeI>

2. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. — NCTCOG Transportation Department



Cute, this hit my feed 2 days after our meeting. 🤗 — Shawn Creamer

So sorry you missed it! There will be slides available at the link above and a virtual regional meeting on April 17 at 6 pm. Hope this helps! — NCTCOG Transportation Department

Certainly don't want any part of sales tax to go towards public transportation. If you need public transportation move to a city that fits your needs. — Linda Harding

A whole week late. Must be trying to sneak something past the residents. — Chris Wilhite

Chris Wilhite Hi, if you missed this meeting, there are slides available at the link above, as well as a virtual regional meeting on April 17 at 6 pm. Please don't hesitate to reach out if you have any additional questions. — NCTCOG Transportation Department

Don't put public transportation in Hunt County, nobody will ever use it. —Connie Cawthon

3. ¿Dependes del transporte público? Ayúdanos a identificar tus necesidades de transporte en una de las próximas reuniones. **Translation:** Do you depend on public transport? Help us identify your transportation needs at one of the upcoming meetings. — NCTCOG Transportation Department



Señora Elia, saludos. **Translation:** Mrs. Elia, greetings. — Maria Flores

Se necesita transporte para el área de Arlington. **Translation:** Transportation is needed for the Arlington area. — Noraima Linares



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

**JUNE 5 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011**

## PRESENTATIONS

### FEDERAL CERTIFICATION REVIEW

Regulations require the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) to perform a joint review of the DFW Metropolitan Planning Organization (MPO). As part of the Review, FTA/FHWA are seeking public input on the metropolitan planning process through July 18.

### FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas by NCTCOG staff as the Metropolitan Planning Organization. Draft recommendations for the FY2026 and FY2027 UPWP will be presented for public review and comment.

### 2026-2028 DISADVANTAGED BUSINESS ENTERPRISE GOALS

As a recipient of federal transportation funds, 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.

### UPDATE ON DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

Local governments and other regional stakeholders are collaborating with NCTCOG to develop the Dallas-Fort

Worth Air Quality Improvement Plan (DFW AQIP), which aims to improve air quality, protect public health and address severe weather events. The development of this plan is supported through a grant from the Environmental Protection Agency's Climate Pollution Reduction Grants. Staff will provide an update on plan development and request feedback.

### NORTH TEXAS ZERO EMISSION VEHICLE PROJECT

Through the North Texas Zero Emission Vehicle Project, NCTCOG will award public and private fleets \$60 million from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. The funding will be used to replace existing non-zero-emission Class 6 & 7 vehicles with hydrogen and battery-electric vehicles. Staff will provide an update on this initiative.

## RESOURCES + INFORMATION

Interactive Public Input: Map Your Experience:

[www.nctcog.org/mapyourexperience](http://www.nctcog.org/mapyourexperience)

Air Quality Programs and  
Funding Opportunities:

[www.publicinput.com/nctcogAQ](http://www.publicinput.com/nctcogAQ)

Try Parking It: [www.TryParkingIt.com](http://www.TryParkingIt.com)

511DFW: [www.511dfw.org](http://www.511dfw.org)

*For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or [hwitcher@nctcog.org](mailto:hwitcher@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

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

*Attend in person, watch the presentations live at [publicinput.com/nctcogJune25](http://publicinput.com/nctcogJune25) or participate via phone by dialing 855-925-2801 then code 11469.*

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