

AGENDA

**Regional Transportation Council
Thursday, July 10, 2025
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10 1. Opportunity for Public Comment on Today’s Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15 2. Approval of June 12, 2025, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Rick Bailey, RTC Chair
Item Summary: Approval of the June 12, 2025, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20 3. Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 3.1. Colleyville Traffic Signal Maintenance**
Presenter: Natalie Bettger, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of up to \$150,000 in RTC Local funds will be requested to fund the City of Colleyville for maintenance of ten traffic signals along State Highway (SH) 26 as it transitions off the state highway system.
Background: The Texas Department of Transportation and the City of Colleyville have been working to convert the SH 26 corridor off the state highway system.

As part of this conversion, the City of Colleyville has requested funding to maintain ten traffic signals within the City along this corridor. A cost of \$3,000 per signal per year for a total of \$30,000 a year. The annual cost of \$30,000 for approximately five years for a total not to exceed \$150,000. The intent of this is to fund the maintenance until Colleyville has the staff capacity to manage and maintain the traffic signals in-house.

Performance Measure(s) Addressed: Roadway

3.2. Endorsement of the Safe Streets and Roads for All Grant Program Submittal

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff requests Regional Transportation Council (RTC) endorsement of the Hemphill Street Community Based Safe Street Project submitted for the Fiscal Year 2025 (FY25) Safe Streets and Roads for All (SS4A) – Implementation Grant, prepared in partnership with the City of Fort Worth.

Background: In April 2025, the United States Department of Transportation (USDOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY25 SS4A. The Infrastructure Investment and Jobs Act (IIJA) established the SS4A Discretionary Grant Program with \$5 billion appropriated over five years, 2022-2026. A maximum of one grant application of any type may be submitted per agency. The FY25 SS4A application deadline was June 26, 2025. Staff can provide an overview of NCTCOG's SS4A Implementation Grant proposal submitted for Hemphill Street between Vickery Boulevard and Interstate Highway (IH) 20 in Fort Worth. With a total project cost of \$15 million, staff requested \$12 million in SS4A funds to be matched by \$3 million in local funds provided by the City of Fort Worth. [Electronic Item 3.2](#) contains additional project and SS4A program information.

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

3.3. Ratification of Emergency Funding: Backstop Funding for Diesel Emissions Reduction Act

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request ratification of emergency funding authorization in the amount of \$175,000 in Regional Transportation Council Local funds to backstop the local match commitment to leverage federal funding awarded through the Diesel Emissions Reduction Act to avoid project implementation delays.

Background: The North Central Texas Council of Governments (NCTCOG) has been successful in winning federal funds through competitive opportunities offered by the Environmental Protection Agency (EPA) under the Diesel Emissions Reduction Act (DERA). These programs require a local match commitment, which will be met through expenditures incurred by subrecipients and rebate participants at a later stage in the project. To accomplish financial reporting requested by EPA, project expenditures must begin prior to collecting local match. Reimbursement could be sought without the local match; however, the department wishes to mitigate financial risk by seeking reimbursement only for the federal share of expenses per the projects' cost share agreements. Staff requests ratification of emergency funding authorization for Regional Transportation Council (RTC) Local funds in an amount not to exceed \$175,000 as a backstop to the local match commitment, leveraging \$5,500,000 in federal funds. RTC Local funds will be returned upon collection of local match from partners through project implementation.

Performance Measure(s) Addressed: Administrative, Transit

3.4. August 2025 Transportation Improvement Program Revisions

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified

Planning Work Program and other planning documents with TIP-related changes.

Background: August 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 3.4](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:35

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

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Interstate Highway 345 Bridge Investment Program Large Project Grant From the Texas Department of Transportation
2. Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025 ([Electronic Item 4.1](#))
3. North Central Texas Council of Governments Comments to Texas Commission of Environmental Quality Section 185 Failure to Attain Fee Proposal ([Electronic Item 4.2](#))
4. Metropolitan Planning Organization Planning Agreement Extension ([Electronic Item 4.3](#))
5. Surface Transportation Technical Committee Officers
6. Nominations For Dallas-Fort Worth Clean Cities Technical Advisory Committee ([NCTCOG - Dallas-Fort Worth Clean Cities Technical Advisory Committee](#))
7. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.4](#))
8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
10. June Public Meeting Minutes ([Electronic Item 4.5](#))
11. May – June Public Comment Report ([Electronic Item 4.6](#))
12. July Public Meeting Notice ([Electronic Item 4.7](#))
13. Recent News Articles ([Electronic Item 4.8](#))
14. Recent Correspondence ([Electronic Item 4.9](#))
15. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:50

5. **Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: This item presents a proposed Regional Transportation Council (RTC) Policy 25-01 aimed at assisting the region to resolve transit delivery and preparing the region for the new Mobility 2050 Plan. Approval of Policy P25-01 and proposed funding is requested. External consultant assistance is anticipated to be less than \$1 million and is proposed to be funded with RTC Local funds. If approved, the Unified Planning Work Program would be updated.

Background: The recent transit-related State Legislative process is best described as “heated.” Transit 2.0 recommendations have been formulated and presented by external consultants. New demographic data for 2050 demonstrates the lack of transit options for a majority of future residents. [Electronic Item 5](#) presents a proposed methodology led by RTC. This item is proposed to improve transit options for the region, resolve transit related issues with the Texas Legislature and create transit member city opportunities, hopefully reducing the chance that cities may wish to opt out of their transit authority.

Performance Measure(s) Addressed: Transit

1:50 – 2:00

6. **Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the proposed FY 2026 and FY2027 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to reflect the projects and programs contained in the Work Program will also be sought.

Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the FY2026 and FY2027 UPWP. The Work Program is a federal

requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2025, and September 30, 2027. The draft FY2026 and FY2027 UPWP has been submitted to the Texas Department of Transportation (TxDOT) for review and comment, and information was presented as part of the public outreach opportunity that began on June 5, 2025. A copy of the draft document has also been available on NCTCOG's website for review. [Electronic Item 6.1](#) contains additional information on the proposed FY2026 and FY2027 UPWP, and a full copy of the document is located at www.nctcog.org/trans/study/unified-planning-work-program. Paper copies of the document are also available by contacting NCTCOG staff. An RTC resolution for action is provided in [Electronic Item 6.2](#). The Surface Transportation Technical Committee took action at its June 27 meeting to recommend Regional Transportation Council approval of the draft FY2026 and FY2027 Unified Planning Work Program.

Performance Measure(s) Addressed: Administrative

2:00 – 2:10

7. **Charging and Fueling Infrastructure Community: Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to open a 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, North Central Texas Council of Governments (NCTCOG) was awarded \$15 million through the CFI Community Program to deploy up to 100 electric vehicle (EV) charging ports on public-sector properties in the region and to hire a consultant to streamline implementation. This project aims to fill gaps in the existing charging station network and achieve more equal access to charging stations for all people in the region. This project was previously approved by the RTC for application to FHWA in May 2023 and for the use of

Transportation Development Credits as matching funds in October 2024. The Executive Board approved contract execution with FHWA in October 2024. NCTCOG and FHWA executed the agreement in November 2024, and in March 2025 NCTCOG received an agreement amendment resulting in a total obligation of \$14 million. Approximately \$1 million associated with rural counties in the Texas Department of Transportation Fort Worth District is still pending federal approval. NCTCOG staff continue to meet regularly with the FHWA on project coordination. [Electronic Item 7](#) provides additional details on the proposed Call for Projects.

Performance Measure(s) Addressed: Air Quality

2:10 – 2:15

8. **Heartland Flyer Funding for One Year**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff is requesting \$3.5 million in Regional Toll Revenue funds to secure the continued service of the Heartland Flyer for one year. Staff will seek reimbursement from the State of Texas and initiate a ridership campaign reducing the need for a subsidy. This service is critical for the Fédération Internationale de Football Association (FIFA) World Cup 2026.

Background: The 89th Texas Legislature elected not to support Texas Department of Transportation's request for funds to match Oklahoma's funds for Heartland Flyer service. There are 80,000 trips per year using this inter-city rail system. This item is an emergency funding commitment to extend service long enough to develop a second-year funding program in order to get back to the 90th Legislative session. If service is terminated, the federal government will seek reimbursement of funds expended in the corridor. [Electronic Item 8](#) contains correspondence requesting our assistance.

Performance Measure(s) Addressed: Administrative, Transit

2:15 – 2:25

9. **2025 Public Participation Plan Update**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present an overview of the 2025 Public Participation Plan (PPP) and outline proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.

Background: In accordance with federal law, the PPP defines public involvement procedures, comment periods, and outlines strategies to inform the public on the transportation and air quality planning process. [Electronic Item 9.1](#) contains the current PPP that was approved by the Regional Transportation Council in November 2018 and amended in November 2022. Updates will address IIJA requirements, new federal policies, and reflect the use of technology in the public involvement process. A 45-day comment period on the draft 2025 PPP will begin with public meetings in July. The draft 2025 PPP is provided in [Electronic Item 9.2](#). A presentation containing additional information on the proposed revisions is included as [Electronic Item 9.3](#).

Performance Measure(s) Addressed: Administrative

2:25 – 2:35

10. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities, including most recent developments at the federal level.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2025. Staff has developed proposed goals for the next three years and is ready to initiate public participation and comment. Staff is monitoring the latest developments at the federal level, including the Mid-America Milling Company Case in the United States District Court for the Eastern District of Kentucky. The

draft DBE goals for FY2026-2028 have been developed based on federal requirements as of the posting of this agenda. [Electronic Item 10](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

- 2:35 – 2:45** 11. **2026 Unified Transportation Program/Regional 10-Year Plan Update**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Christie Gotti, NCTCOG
Item Summary: The Council will be briefed on the proposed changes for the Regional 10-Year Plan Update.
Background: Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2024, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2026 Unified Transportation Program (UTP). [Electronic Item 11.1](#) includes additional information about the process. [Electronic Item 11.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 11.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

- 2:45 – 2:55** 12. **Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan – Transportation Elements**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Jenny Narvaez, NCTCOG
Item Summary: Staff will provide an update on current air quality initiatives, including development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), a comprehensive plan to improve air quality, and latest trends regarding ground level ozone.
Background: The North Central Texas Council of Governments (NCTCOG) Transportation and Environment and

Development Departments are collaborating with regional stakeholders to comprehensively improve air quality. These efforts are primarily being conducted to limit economic and local impacts to the region due to its nonattainment for the Environmental Protection Agency's (EPA) National Ambient Air Quality Standards (NAAQS). To proactively limit and plan for these potential impacts, NCTCOG is developing the DFW AQIP, a comprehensive plan to improve air quality through the reduction of criteria pollutants and carbon dioxide equivalent (CO₂e) emissions through 2050. The DFW region is currently in nonattainment for the pollutant ozone, for which the TCEQ is responsible for ensuring compliance by July 20, 2027. Recent emission estimates prepared for Mobility 2050 and transportation conformity show a significant rise in nitrogen oxides (NO_x), a precursor to the formation of ozone. Development of the DFW AQIP will provide a vision to limiting this NO_x increase. Finally, staff recently completed an inventory of CO₂e for transportation, energy, water, wastewater, solid waste, and agriculture/forestry/land use sectors to include in the DFW AQIP. For more information on the DFW AQIP, including a preliminary plan published in March 2024, go to www.publicinput.com/dfwAQIP. [Electronic Item 12](#) provides additional information.

Performance Measure(s) Addressed: Air Quality

13. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, August 7, 2025, at the Irving Convention Center.**

MINUTES**Regional Transportation Council
Thursday, June 12, 2025**

The Regional Transportation Council (RTC) met on Thursday, June 12, 2025, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Alan Blaylock, Ceason Clemens, Pat Deen, Andy Eads, Vernon Evans, Carlos Flores (representing Michael Crain), Raul Gonzalez, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Brad LaMorgese, Stephen Mason, Cara Mendelsohn, Ed Moore, Jesse Moreno, John Muns, Matthew Porter, Manny Ramirez, Jim Ross, David Salazar, Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Micah Baker, Berrien Barks, Jay Barksdale, Emily Beckham, Jon Blackman, Alberta Blair, Jason Brown, Farhan Butt, Daniel Byrd, Jack Carr, Angie Carson, Morgan Chivers, Tom Cochill, Dina Colorossi, Liza Cox, Cristina Criado, Paul Cristina, Liam Crowley, Dawn Dalrymple, Clarence Daugherty, Gwen Dorko, Chad Edwards, Tom Flaherty, Andrew Fortune, Eric Gallt, Andres Gamez, Carmen Garcia, Bobby Gomez, Rebekah Gongora, Tony Hartzel, Kyle Hoener, Joel James, Amy Johnson, Clay Johnson, Matt Johnson, Dan Kessler, Gus Khankarli, Dylan Konur, Dan Lamers, James Lance, Zihae Li, Eron Linn, Todd Little, Aaron Long, Terry Lynn, Sydnee Mangini, Isaac Manning Jr., Dillon Maroney, Gregory Masota, Rob Matwick, Rich Matyiko, Malcolm Mayhew, Joshua Menhennett, Monte Mercer, Brian Moen, Michael Morris, Jenny Narvaez, Mark Nelson, Justine Nguyen, Jackie Nolasco, Linda Pawle, Darla Payberah, Michael Peters, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Samuel Quesada, Andrei Radu, Jacob Rednig, Randy Richardson, Dan Rosenfield, Jennifer Schwakzbach, Madison Selldin, Samuel Simmons, Devon Skinner, Sid Sonch, Claude Spivey, Toni Stehling, Lauren Trimble, Ran Tu, Melissa Valdez, Laura Weis, Brendon Wheeler, Ben Whisnant, Molly White, Larry Williams, Brian Wilson, Frank Wise, Chris Wright, Jared Wright, Sam Yacoub, Hua Yang, and David Yaqubian.

1. **Opportunity for Public Comment on Today's Agenda:** Clay Lewis Jenkins, Regional Transportation Council Chair and Dallas County Judge, asked if there were any public comments. Morgan Chivers spoke on Agenda Item 10; Liam Crowley spoke on Agenda Item 4. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of April 10, 2025, Minutes:** The minutes of the April 10, 2025, meeting were approved as submitted in Electronic Item 2. Matthew Porter (M); Ed Moore (S). The motion passed unanimously.
3. **Consent Agenda**
 - 3.1. **Approval to Participate in Regional Energy Management Assistance Program Contract and Use Regional Transportation Council Local Funds as Match:** Regional Transportation Council (RTC) approval was requested to participate in ongoing efforts related to the State Energy Conservation Office's (SECO) Regional Energy Management Assistance Program and use approximately \$75,000 in RTC Local funds to satisfy match requirements.

3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval was requested to fund a recommendation for the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

3.3. **Backstop Funding for Regional Air Quality Initiatives Program:** Regional Transportation Council (RTC) approval was requested for \$300,000 in RTC Local transitional funding for the Regional Air Quality Initiatives Program.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Manny Ramirez (M); Alan Blaylock (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 9.

1. Medal of Honor Museum – Partial Refund
2. Federal Certification Review – June 4-6, 2025
3. Next Regional Transportation Council Meeting:
 - Endorsement of Safe Streets Grant Request
 - 89th Texas Legislature – Final Actions
 - Progress on Traffic Signals
 - Unified Transportation Program Funding
 - 2027 – 2030 Transportation Improvement Program
 - Dallas-Fort Worth High-Speed Rail (Economic Impact Studies)
4. Progress on Federal Competitive Grants
5. Jack Fink TV Interview: **[DIRECTOR OF TRANSPORTATION DISCUSSES FUTURE OF TRANSIT IN NORTH TEXAS](#)**
6. Draft Fiscal Year 2026 and 2027 Unified Planning Work Program ([NCTCOG - Unified Planning Work Program](#))
7. Progress North Texas 2025
8. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
9. 2025 Ozone Season Update
10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
12. May Public Meeting Minutes
13. April-May Public Comment Report
14. June Public Meeting Notice
15. Recent News Articles
16. Recent Correspondence
17. Recent Press Releases

Michael Morris announced the August Regional Transportation Council meeting will be held on August 7, 2025, at the Irving Convention Center to coincide with the Infrastructure Summit.

5. **Title VI Program Update:** Ken Kirkpatrick requested the Regional Transportation Council (RTC) approval of updates to the Title VI Program. The document is necessary for compliance with federal civil rights requirements and must be adopted by the RTC as the Metropolitan Planning Organization (MPO) Policy Committee and the North Central

Texas Council of Governments (NCTCOG) Executive Board as the MPO Fiscal Agent. The updated Title VI Program was submitted to the Federal Transit Administration in draft on May 30, 2025, subject to RTC and NCTCOG Executive Board approval.

A motion was made to approve the resolution Adopting the 2025 Title VI Program Update: Title VI/Nondiscrimination policy statement and updates to the Metropolitan Planning Organization Title VI Program (R25-01). The motion included a request for the North Central Texas Council of Governments Executive Board, as the Federal Transit Administration recipient and Designated Recipient, to approve the 2025 Title VI Program update and Title VI Policy. Duncan Webb (M); Manny Ramirez (S). The motion passed unanimously.

6. **Mobility 2050 and Transportation Conformity: Plan Adoption:** Brendon Wheeler and Chris Klaus requested Regional Transportation Council (RTC) approval of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and associated Transportation Conformity. Plan recommendations and a brief overview of the Transportation Conformity analysis results were presented. Plan information included public comments received; changes to plan documentation; and document contents, including policies, programs, and projects.

A motion was made to approve the amended Resolution adopting Mobility 2050: The Metropolitan Transportation Plan for the North Central Texas region and the 2025 Transportation Conformity (R25-02) as presented. Gary Slagel (M); Matthew Porter (S). The motion passed unanimously.

7. **Grant Application Partnership for the Cotton Belt Trail Next Phase (3a):** Kevin Kokes requested the Regional Transportation Council (RTC) to approve a partnership with Dallas Area Rapid Transit (DART) to submit an application to Texas Department of Transportation 2025 Transportation Alternatives Program call for projects, and for additional federal funds and Regional Toll Revenue funds to leverage the requested Transportation Alternatives Program funds for Phase 3a of the Cotton Belt Trail along the Silver Line rail corridor.

A motion was made to approve the partnership with Dallas Area Rapid Transit to submit the large-scale construction application to the Texas Department of Transportation 2025 Transportation Alternatives Program Call for Projects requesting \$25 million in federal funding for Cotton Belt Trail Phase 3a; the additional contribution of \$7.6 million in federal Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program funds and \$4.9 million in Regional Toll Revenue funds for non-federal match should the project be selected for funding award; along with 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. Cara Mendelsohn (M); Steve Babick (S). The motion passed unanimously.

8. **Managed Lane Policy, High Occupancy Vehicle 2+/3+ Subsidy Funding, and High Occupancy Vehicle Quarterly Report:** Christie Gotti requested Regional Transportation Council (RTC) approval of a \$5.6 million funding increase for North Tarrant Express High Occupancy Vehicle (HOV) Subsidy funding, to reaffirm the RTC policy for HOV 2+ users, and to amend the Transportation Improvement Program/Statewide Transportation

Improvement Program and update any administrative and/or planning documents as needed to incorporate the project funding.

A motion was made to approve of an increase in funding for North Tarrant Express High Occupancy Vehicle (HOV) 2+ by \$5.6 million in Regional Toll Revenue (no local match); reaffirm the existing Regional Transportation Council policy that HOVs are subsidized for 2+ occupants; along with amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding. Jim Ross (M); Daniel Alemán (S). The motion passed unanimously.

9. **2025 Transportation Alternatives Call for Projects for the North Central Texas**

Region: Karla Windsor provided information regarding the Transportation Alternatives Program, an overview of the applications received, and the evaluation process.

A recommendation for projects to select for funding was provided and action requested.

A motion was made to approve the list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided; administratively amend the Transportation Improvement Program (TIP)/Statewide TIP (STIP) and other planning/administrative documents to incorporate these changes. The motion included approval of program rules that project sponsors must execute an agreement (AFA) with the Transportation Department of Transportation within one year of the funding award by the Regional Transportation Council (inclusion in the TIP/STIP), projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed. Cara Mendelsohn (M); Jill Jester (S). The motion passed unanimously.

10. **Safety Program - Strategic Selection of Safety Corridors:** Natalie Bettger requested Regional Transportation Council approval of the strategic selection of safety corridors to reduce speed and aggressive driving.

A motion was made to approve the process, criteria, and schedule for the Strategic Selection of Safety Corridors; along with administratively amend the North Central Texas Council of Governments Transportation Improvement Program/State Transportation Improvement Programs, as well as other planning and administrative documents. Matthew Porter (M); Jeremy Tompkins (S). The motion passed unanimously.

11. **Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects:** Lori Clark provided information on a proposed Call for Projects to select electric vehicle charging sites to be built using funds awarded under the Federal Highway Administration Charging and Fueling Infrastructure Discretionary Grant Program Community Award.

12. **Metropolitan Planning Organization Milestone Policy and Project Tracking Update:** Brian Dell provided a status report on the Fiscal Year 2025 Project Tracking and Milestone Policy Round 2 projects.

13. **Election of Regional Transportation Council Officers:** Duncan Webb, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2025-2026 term: Rick Bailey, Commissioner, Johnson County (Chair); Stephen Mason, Mayor, City of

Cedar Hill (Vice-Chair); and Jill Jester, Councilmember, Denton County (Secretary). RTC officers are elected to serve a term of one year and began their terms at the conclusion of the June RTC meeting.

A motion was made to approve the slate of officers as recommended by the Nominating Subcommittee for the 2025-2026 term. Duncan Webb (M); Andy Eads (S). The motion passed unanimously.

14. **Proposed Follow-up to Transit 2.0: P25-01**: Michael Morris presented a proposed Regional Transportation Council (RTC) Policy 25-01 aimed at assisting the region to resolve transit delivery and preparing the region for the new Mobility 2050 Plan. Action on Policy P25-01 and proposed funding will be sought at the RTC meeting in July.
15. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 15.1 and Surface Transportation Technical Committee attendance, and minutes were provided in Electronic Item 15.2.
16. **Other Business (Old or New)**: There was no discussion on this item.
17. **Future Agenda Items**: There was no discussion on this item.
18. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, July 10, 2025.**

Meeting adjourned at 3:03 pm.



North Central Texas Council of Governments

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

Regional Transportation Council (RTC)
7.10.2025

Jeff Neal – Senior Projects Manager

Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Infrastructure Investment and Jobs Act (IIJA)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$5 billion discretionary grant program over five years (2022 – 2026)
- ❑ Inclusive of all types of roadway safety interventions across the Safe Systems Approach
- ❑ One application per agency allowed



Safe Streets & Roads for All (SS4A) Grant Program

Funding Availability

\$402 Million

- Planning/Demonstration

\$580 Million

- Implementation

< 15% per State

- Overall Program

Minimum Award*

\$100,000

- Planning/Demonstration

\$2.5 Million

- Implementation

Maximum Award*

\$5 Million

- Planning/Demonstration

\$25 Million

- Implementation

Cost Sharing

80% Federal | 20 % Non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

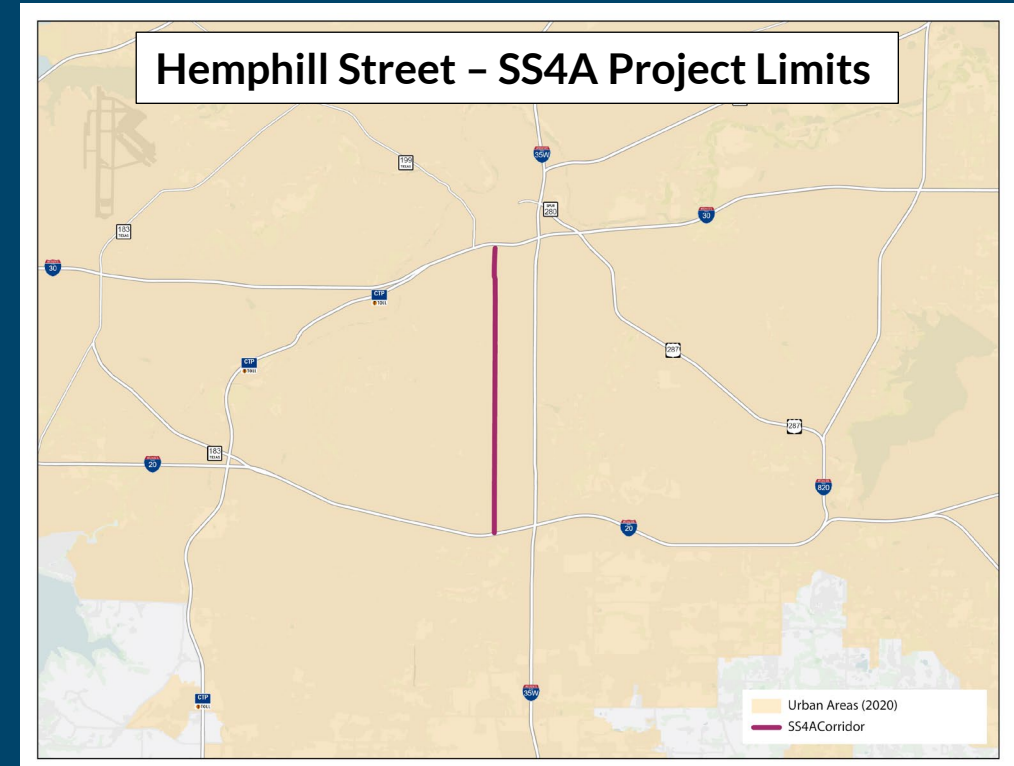
* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



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

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

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



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

Anticipated Budget

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



Safe Streets & Roads for All (SS4A) Grant Program

Development Schedule

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



NCTCOG/City of Fort Worth SS4A Application: Action Requested

Endorsement of:

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

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



CONTACT



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How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20109	Facility: FM 544	Location/Limits From: FM 2281 (DENTON DRIVE)	Modification #: 2025-0038
Implementing Agency: TXDOT-DALLAS		Location/Limits To: 0.17 MILES WEST OF JOSEY LANE	
County: DENTON	CSJ: 0619-05-034, 0619-05-035		
City: CARROLLTON	Desc: RECONSTRUCT AND WIDEN TWO LANE RURAL HIGHWAY TO SIX LANE DIVIDED URBAN FACILITY		
	Request: REVISE FUNDING TO MATCH TXDOT FINAL STATEMENT OF COSTS; ADD SWPE FOR ENGINEERING; DECREASE UTILITIES FUNDING AND CHANGE FUNDING SHARES		
	Comment: ASSOCIATED WITH TIP 11720.1/CSJ 0619-05-030 AND TIP 11720.2/CSJ 0619-05-037		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21035	Facility: VA	Location/Limits From: VALLEY VIEW LANE FROM DENTON ROAD	Modification #: 2025-0113
Implementing Agency: FARMERS BRANCH		Location/Limits To: NESTLE DRIVE	
County: DALLAS	CSJ: 0918-47-427, 0918-47-428		
City: FARMERS BRANCH	Desc: RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS		
	Request: DELAY CONSTRUCTION TO FY2028		
	Comment: TEMPORARILY DELAY PROJECT TO ALLOW CITY TO REASSESS NEED FOR PROJECT UNTIL AFTER COMPLETION OF IH 35E; 596,657 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF FARMERS BRANCH MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION TO BE PAID BY CITY OF FARMERS BRANCH AND ARE FOR AMENITIES THAT ARE NOT ELIGIBLE FOR FEDERAL FUNDS		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11616 **Facility:** VA **Location/Limits From:** REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; **Modification #:** 2025-0236

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0902-00-256, 0902-00-257, 0902-48-761, 0902-48-803, 0902-90-003, 0902-90-054

City: VARIOUS **Desc:** 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

Request: REVISE LOCAL MATCH FOR CSJ 0902-00-257 FROM LOCAL TO RTC/LOCAL

Comment: FUNDING INCLUDES OFF-SYSTEM COMPONENT IN COMPANION CSJ 0902-90-009 AND CSJ 0902-48-789

CURRENTLY APPROVED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:	\$0	\$0	\$79,900	\$0	\$0	\$79,900
2010	IMP	0902-48-761	Cat 5:	\$1,865,494	\$121,616	\$0	\$265,295	\$0	\$2,252,405
Phase Subtotal:				\$1,865,494	\$121,616	\$79,900	\$265,295	\$0	\$2,332,305
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
Phase Subtotal:				\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
Phase Subtotal:				\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 3 - RTC/Local:	\$0	\$0	\$126,140	\$0	\$0	\$126,140
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$98,860	\$0	\$2,123,860
Phase Subtotal:				\$1,800,000	\$225,000	\$126,140	\$98,860	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 3 - RTC/Local:	\$0	\$0	\$73,860	\$0	\$0	\$73,860
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$56,140	\$0	\$1,226,140
Phase Subtotal:				\$1,040,000	\$130,000	\$73,860	\$56,140	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 3 - RTC/Local:	\$0	\$0	\$292,500	\$0	\$0	\$292,500
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$0	\$0	\$2,632,500
Phase Subtotal:				\$2,340,000	\$292,500	\$292,500	\$0	\$0	\$2,925,000
Grand Total:				\$10,116,436	\$1,216,909	\$572,859	\$740,394	\$0	\$12,646,598

TIP Code: 11892.3 **Facility:** VA **Location/Limits From:** DOD NOISE MITIGATION PROGRAM IN LAKE WORTH AND WHITE SETTLEMENT **Modification #:** 2025-0256
Implementing Agency: NCTCOG
County: TARRANT **CSJ:** N/A
City: VARIOUS **Desc:** PERFORM NOISE MITIGATION ACTIVITIES IN SIX ISD BUILDINGS WITHIN LAKE WORTH AND WHITE SETTLEMENT ISDS
Request: ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Comment: RTC/LOCAL FUNDING TO PROVIDE MATCH FOR US DOD GRANT RECEIVED THROUGH THE COMMUNITY NOISE MITIGATION PROGRAM

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14060	Facility: CS	Location/Limits From: E LOUISIANA STREET FROM SH 5	Modification #: 2025-0306
Implementing Agency: MCKINNEY		Location/Limits To: THROCKMORTON ST	
County: COLLIN	CSJ: 0918-24-258		
City: MCKINNEY	Desc:	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	
	Request:	PARTIALLY DELAY CONSTRUCTION FUNDING SO THAT ADDITIONAL RTR FUNDS ADDED THROUGH TIP DEVELOPMENT ARE LISTED IN FY2025 OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	THE CHANGE IN FISCAL YEAR IS FOR ADMINISTRATIVE PURPOSES ONLY AND DOES NOT REFLECT AN ACTUAL DELAY OF THE PROJECT OR THE OVERALL TOTAL FUNDED AMOUNT; LOCAL CONTRIBUTION BY CITY OF MCKINNEY; MCKINNEY'S MTP POLICY BUNDLE TDC BALANCE TO BE DECREASED BY ANY LOCAL FUNDING LESS THAN 20% ON THIS PROJECT	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21062	Facility: CS	Location/Limits From: ON CUMMINGS DRIVE FROM US 67	Modification #: 2025-0308
Implementing Agency: ALVARADO		Location/Limits To: CR 604	
County: JOHNSON	CSJ: 0902-50-142, 0902-50-148		
City: ALVARADO	Desc: RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS		
	Request: INCREASE STBG, CMAQ, AND ADD LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION UNDER CSJ 0902-50-142, ADVANCE TO FY2027, AND ADD PHASE TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD ENGINEERING, ROW, UTILITIES, AND CONSTRUCTION FUNDING UNDER CSJ 0902-50-148		
	Comment: CMAQ FUNDS ARE FOR SIDEWALKS AND INTERSECTION IMPROVEMENTS ONLY; LOCAL CONTRIBUTION PAID BY CITY OF ALVARADO; PROJECT TO BE LET BY TXDOT		

CURRENTLY APPROVED:

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

STTC APPROVED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-50-142	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	ENG	0902-50-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$733,000	\$733,000
2025	ROW	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2025	ROW	0902-50-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Phase Subtotal:				\$0	\$0	\$0	\$0	\$600,000	\$600,000
2025	UTIL	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$550,000	\$550,000
2025	UTIL	0902-50-148	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Phase Subtotal:				\$0	\$0	\$0	\$0	\$800,000	\$800,000
2027	CON	0902-50-142	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,267,000	\$1,267,000
2027	CON	0902-50-142	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2027	CON	0902-50-142	STBG:	\$14,026,400	\$0	\$0	\$3,506,600	\$0	\$17,533,000
2027	CON	0902-50-148	STBG:	\$3,680,000	\$0	\$0	\$920,000	\$0	\$4,600,000
Phase Subtotal:				\$21,706,400	\$0	\$0	\$5,426,600	\$1,267,000	\$28,400,000
Grand Total:				\$22,906,400	\$0	\$0	\$5,726,600	\$3,400,000	\$32,033,000

Revisions since STTC Meeting: Exchanged \$733,000 STBG funds for engineering phase in FY2025 with local contribution for construction phase in FY2027 so that engineering can continue while additional federal funding is being approved. STBG funding for construction in FY2027 was increased to offset the decrease in FY2027 local contribution. Neither the total funded amount nor funding shares change.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21007	Facility: VA	Location/Limits From: MAIN STREET (BUS 287) FROM THE TRINITY RIVER	Modification #: 2025-0316
Implementing Agency: FORT WORTH		Location/Limits To: WEATHERFORD STREET	
County: TARRANT	CSJ: 0014-01-026		
City: FORT WORTH	Desc:	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN STREET AND ELIMINATE BAIL OUT LANE	
	Request:	REVISE SCOPE TO TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS; ADD LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION	
	Comment:	LOCAL CONTRIBUTION PAID BY DOWNTOWN FORT WORTH, INC; INCLUDES 5 YEARS OF INFLATION FOR CONSTRUCTION	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0014-01-026	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$775,000	\$775,000
2026	CON	0014-01-026	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2026	CON	0014-01-026	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2026	CON	0014-01-026	STBG:	\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000
Phase Subtotal:				\$6,640,000	\$660,000	\$0	\$1,000,000	\$1,000,000	\$9,300,000
Grand Total:				\$6,640,000	\$660,000	\$0	\$1,000,000	\$1,775,000	\$10,075,000

TIP Code: 25013	Facility: CS	Location/Limits From: MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	Modification #: 2025-0317
Implementing Agency: FORT WORTH		Location/Limits To: LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	
County: TARRANT	CSJ: 0902-90-046, 0902-90-172		
City: VARIOUS	Desc:	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	
	Request:	DECREASE ENGINEERING AND INCREASE UTILITIES FUNDING IN FY2025; ADD ROW FUNDING TO FY2025; DELAY CONSTRUCTION TO FY2026; INCREASE STBG FUNDING FOR CONSTRUCTION	
	Comment:	4,950,988 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; CMAQ FOR INTERSECTION IMPROVEMENTS, BIKE/PED, & SIGNALS ONLY	

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$792,005	\$0	\$0	\$0	\$0	\$792,005
2016	ENG	0902-90-046	STBG:	\$792,005	\$0	\$0	\$0	\$0	\$792,005
Phase Subtotal:				\$1,584,010	\$0	\$316,802	\$0	\$0	\$1,584,010
2021	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2023	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$216,000	\$0	\$0	\$0
2023	ROW	0902-90-172	STBG:	\$1,080,000	\$0	\$0	\$0	\$0	\$1,080,000
Phase Subtotal:				\$1,080,000	\$0	\$216,000	\$0	\$0	\$1,080,000
2025	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$199,840	\$0	\$0	\$0
2025	ENG	0902-90-172	STBG:	\$999,198	\$0	\$0	\$0	\$0	\$999,198
Phase Subtotal:				\$999,198	\$0	\$199,840	\$0	\$0	\$999,198
2025	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$45,400	\$0	\$0	\$0
2025	ROW	0902-90-172	STBG:	\$227,000	\$0	\$0	\$0	\$0	\$227,000
Phase Subtotal:				\$227,000	\$0	\$45,400	\$0	\$0	\$227,000
2025	UTIL	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$348,400	\$0	\$0	\$0
2025	UTIL	0902-90-172	STBG:	\$1,742,000	\$0	\$0	\$0	\$0	\$1,742,000
Phase Subtotal:				\$1,742,000	\$0	\$348,400	\$0	\$0	\$1,742,000
2026	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,878,400	\$0	\$0	\$0
2026	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2026	CON	0902-90-172	STBG:	\$13,392,000	\$0	\$0	\$0	\$0	\$13,392,000
Phase Subtotal:				\$19,392,000	\$0	\$3,878,400	\$0	\$0	\$19,392,000
Grand Total:				\$25,924,208	\$0	\$0	\$0	\$0	\$25,924,208

Revisions since STTC Meeting: Funding increased to included Direct State Costs.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13040.1

Facility: FM 157

Location/Limits From: 8TH ST

Modification #: 2025-0320

Implementing Agency: TXDOT-FORT WORTH

Location/Limits To: NORTH CR 108B

County: JOHNSON

CSJ: 0747-08-002

City: VENUS

Desc: CONSTRUCT 0 TO 2 LANE URBAN ROADWAY AND INTERSECTION IMPROVEMENTS AT FM 157 AND STUDENT DRIVE

Request: SPLIT PROJECT FROM TIP 13040/CSJ 0747-05-043 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13040/CSJ 0747-05-043 AND TIP 13041/CSJ 0747-05-042

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13040	Facility: FM 157	Location/Limits From: MAIN ST FROM 8TH STREET	Modification #: 2025-0321
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: NORTH OF CR 108B		
County: JOHNSON	CSJ: 0747-05-043		
City: VENUS	Desc: REALIGN ROADWAY 2 LANE RURAL TO 2 LANE URBAN WITH SIDEWALKS AND TURN LANES		
	Request: DELAY CONSTRUCTION TO FY2026; DECREASE CONSTRUCTION FUNDING TO SPLIT OUT ONTO TIP 13040.1/CSJ 0747-08-002; REVISE SCOPE TO REHAB 2 LANE TO 2 LANE ROADWAY WITH SIDEWALKS AND TURN LANES; REMOVE PROJECT FROM THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) IN ORDER TO GROUP IT IN THE STIP UNDER CSJ 5000-00-952		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13040.1/CSJ 0747-08-002 AND TIP 13041/CSJ 0747-05-042; PROJECT GROUPED UNDER CSJ 5000-00-952		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14070	Facility: SS 366	Location/Limits From: WEST OF AKARD ST	Modification #: 2025-0327
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SAINT PAUL ST	
County: DALLAS	CSJ: 0196-07-034		
City: DALLAS	Desc:	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	
	Request:	REMOVE SWPE FUNDING AND INCREASE LOCAL CONTRIBUTION FOR ENGINEERING; INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION; LATEST COST AND FUNDING ARE STILL BEING DETERMINED AND COULD BE ADJUSTED ACCORDINGLY PRIOR TO RTC	
	Comment:	CATEGORY 10 FUNDS (FEDERAL RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT) FOR CONSTRUCTION; FEDERAL FUNDS TO PAY FOR DECK STRUCTURE ONLY; CITY AND PRIVATE SECTOR PAYING ADDITIONAL LOCAL CONTRIBUTION FUNDS FOR NON-TRANSPORTATION IMPROVEMENTS; KWP FOUNDATION SIB LOAN FUNDS BEING ADDED TO THE PORJECT	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24037	Facility: CS	Location/Limits From: ON KREYMER LANE FROM SH 78	Modification #: 2025-0333
Implementing Agency: WYLIE		Location/Limits To: CRESCENT OAK	
County: COLLIN	CSJ: 0918-24-313		
City: WYLIE	Desc:	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE INCLUDING SIDEWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; REALIGN INTERSECTION; CONSTRUCT NEW TRAFFIC SIGNALS	
	Request:	ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC MARCH 13, 2025; ADVANCE ROW TO FY2026, REVISE ENGINEERING & ROW TO 100% LOCAL CONTRIBUTION IN ORDER TO EXPEDITE THOSE PHASES, MOVE STBG TO CONSTRUCTION, ADVANCE CONSTRUCTION TO FY2028, INCREASE CONSTRUCTION FUNDING, AND REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE INCLUDING SIDEWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; REALIGN INTERSECTION; CONSTRUCT NEW TRAFFIC SIGNALS AFTER RTC APPROVAL	
	Comment:	AWAITING FHWA FFCS APPROVAL; CMAQ FOR SIDEWALKS, CROSSWALKS, AND PEDESTRIAN SIGNALS; LOCAL CONTRIBUTION PAID BY THE CITY OF WYLIE	

REVISION REQUESTED:

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

Revisions since STTC Meeting: Changed TIP Code from 14077.1 to 24037.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14003	Facility: CS	Location/Limits From: JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	Modification #: 2025-0336
Implementing Agency: DALLAS CO	CSJ: 0918-47-239	Location/Limits To: LANCASTER-HUTCHINS RD	
County: DALLAS			
City: LANCASTER	Desc: WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN		
	Request: DELAY ROW & UTILITIES TO FY2027 AND CONSTRUCTION TO FY2029 TO MATCH LATEST COUNTY SCHEDULE; INCREASE ROW, UTILITIES, AND CONSTRUCTION FUNDING		
	Comment: ENGINEERING INCLUDES DALLAS CO IHPD AND DIRECT STATE COSTS BOTH OF WHICH ARE FUNDED WITH DALLAS CO MCIP FUNDS; LOCAL CONTRIBUTION PAID BY THE CITY OF LANCASTER AND DALLAS CO; PART OF THE DOUBLE HOCKEY STICK PROJECT		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13056	Facility: VA	Location/Limits From: LANCASTER AVE/SH 180; IH 35W	Modification #: 2025-0345
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: TIERNEY RD	
County: TARRANT	CSJ: 0008-05-029		
City: FORT WORTH	Desc:	RECONSTRUCT ROADWAY 6 TO 6 LANES WITH PEDESTRIAN IMPROVEMENTS	
	Request:	ADD RAISE GRANT FUNDING FROM TIP 13057/CSJ 0008-06-052, INCREASE CAT 2 FUNDING, INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION, AND ADD NEW CMAQ FUNDING FOR CONSTRUCTION; REVISE SCOPE TO RECONSTRUCT ROADWAY 6 TO 6 LANES WITH NEW SHARED USE PATH, NEW SIGNALS, AND TURN LANES	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13057/CSJ 0008-06-052; LOCAL CONTRIBUTION BY CITY OF FORT WORTH; PART OF RAISE GRANT FUNDED PROJECT, WHICH MUST OBLIGATE BY SEPTEMBER 2027; CMAQ FUNDING FOR SHARED USE PATH, NEW SIGNALS, AND TURN LANES	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised scope and comments to clarify pedestrian improvements as new shared use path.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0364-05-043	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2027	CON	0364-05-043	Cat 3 - RTR 121 - NTE12:	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Grand Total:				\$0	\$1,000,000	\$5,000,000	\$0	\$0	\$6,000,000

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21019	Facility: US 377	Location/Limits From: AT RM 2871	Modification #: 2025-0355
Implementing Agency: TXDOT-FORT WORTH			
County: TARRANT	CSJ: 0080-07-099		
City: BENBROOK	Desc: INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DUAL LEFT TURN LANES AND RECONSTRUCTION OF RIGHT TURN LANE ON EB RM 2871, AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURN LANES		
	Request: DELAY CONSTRUCTION PHASE TO FY2030 AT TXDOT'S REQUEST; REMOVE CONSTRUCTION PHASE FROM THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND ADD TO THE APPENDIX D; CHANGE UTILITIES FUNDING TO 100% STATE		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; PART OF 2022 SE CONNECTOR CAT 2/STBG EXCHANGE		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-108	Cat 4:	\$7,921,198	\$1,980,299	\$0	\$0	\$0	\$9,901,497
2027	CON	0095-03-108	Cat 5:	\$154,021	\$38,505	\$0	\$0	\$0	\$192,526
Phase Subtotal:				\$8,075,219	\$2,018,804	\$0	\$0	\$0	\$10,094,023
Grand Total:				\$8,075,219	\$2,018,804	\$0	\$0	\$0	\$10,094,023

TIP Code: 50013.1	Facility: US 80	Location/Limits From: AT BUFFALO CREEK RELIEF	Modification #: 2025-0363
Implementing Agency: TXDOT-DALLAS			
County: KAUFMAN	CSJ: 0095-03-109		
City: FORNEY	Desc:	REPLACE EXISTING MULTIPLE CULVERTS WITH A BRIDGE, APPROACHES, AND CONSTRUCT NEW SIDEWALKS	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM PROJECT	
	Comment:	CMAQ FOR NEW SIDEWALKS; REGIONAL 10-YEAR PLAN PROJECT	

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21039	Facility: SH 180	Location/Limits From: ON MAIN STREET AT JEFFERSON STREET	Modification #: 2025-0364
Implementing Agency: GRAND PRAIRIE			
County: DALLAS	CSJ: 0008-08-079		
City: GRAND PRAIRIE	Desc: CONSTRUCT ROUNDABOUT		
	Request: INCREASE FUNDING FOR CONSTRUCTION AND DELAY FROM FY2025 TO FY2026; PROJECT TO BE RE-LET		
	Comment: LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; PARTNERSHIP WITH GRAND PRARIE FOR TRINITY RIVER NATIONAL WATER TRAIL		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$757,500	\$757,500
2024	CON	0008-08-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,432,500	\$2,432,500
2024	CON	0008-08-079	Cat 5:	\$3,032,000	\$758,000	\$0	\$0	\$0	\$3,790,000
Phase Subtotal:				\$3,032,000	\$758,000	\$0	\$0	\$2,432,500	\$6,222,500
2026	CON	0008-08-079	Cat 5:	\$1,877,325	\$469,331	\$0	\$0	\$0	\$2,346,656
Grand Total:				\$4,909,325	\$1,227,331	\$0	\$0	\$3,190,000	\$9,326,656

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50013.2	Facility: US 80	Location/Limits From: SOUTH FRONTAGE ROAD	Modification #: 2025-0365
Implementing Agency: TXDOT-DALLAS		Location/Limits To: AT BUFFALO CREEK	
County: KAUFMAN	CSJ: 0095-03-098		
City: FORNEY	Desc:	REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM PROJECT	
	Comment:	CMAQ FOR SIDEWALKS ONLY; REGIONAL 10-YEAR PLAN PROJECT	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0095-03-098	Cat 4:	\$2,887,223	\$721,806	\$0	\$0	\$0	\$3,609,029
2027	CON	0095-03-098	Cat 5:	\$220,381	\$55,095	\$0	\$0	\$0	\$275,476
2027	CON	0095-03-098	Cat 6:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$5,507,604	\$1,376,901	\$0	\$0	\$0	\$6,884,505
Grand Total:				\$5,507,604	\$1,376,901	\$0	\$0	\$0	\$6,884,505

TIP Code: 50013.4	Facility: US 80	Location/Limits From: SOUTH FRONTAGE ROAD	Modification #: 2025-0366
Implementing Agency: TXDOT-DALLAS		Location/Limits To: AT BUFFALO CREEK RELIEF	
County: KAUFMAN	CSJ: 0095-03-099		
City: FORNEY	Desc:	REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REQUEST NEW CMAQ FUNDS FOR ON-SYSTEM PROJECT	
	Comment:	CMAQ FOR SIDEWALKS ONLY; REGIONAL 10-YEAR PLAN PROJECT	

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 25106	Facility: VA	Location/Limits From: NE CORNER OF IH 35W AND FM 1187	Modification #: 2025-0374
Implementing Agency: TESLA, INC.			
County: TARRANT	CSJ: 5000-00-233		
City: FORT WORTH	Desc:	INSTALL 7 ELECTRIC VEHICLE CHARGING STATIONS WITHIN 1 MILE OF THE IH 35W ELECTRIC ALTERNATIVE FUEL CORRIDOR	
	Request:	CANCEL PROJECT AS IT WILL NO LONGER BE A NEVI FUNDED PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	PROJECT WAS PART OF 2023 NEVI GRANT AWARD	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	5000-00-233	Cat 10 - NEVI:	\$613,885	\$0	\$0	\$153,471	\$0	\$767,356
Grand Total:				\$613,885	\$0	\$0	\$153,471	\$0	\$767,356

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	5000-00-233	Cat 10 - NEVI:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13010	Facility: SH 5	Location/Limits From: SS 399	Modification #: 2025-0379
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH OF FM 1378		
County: COLLIN	CSJ: 0047-09-034		
City: MCKINNEY	Desc: RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY		
	Request: INCREASE CAT 2 FUNDING AND ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE AND CONSTRUCT NEW SHARED USE PATH; ADVANCE CONSTRUCTION TO FY2028 THEREBY ADDING PHASE TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; CMAQ FOR SHARED USE PATH		

CURRENTLY APPROVED:

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

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-09-034	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0047-09-034	SW ROW:	\$6,400,000	\$800,000	\$0	\$800,000	\$0	\$8,000,000
2029	CON	0047-09-034	Cat 2M:	\$13,940,801	\$3,485,200	\$0	\$0	\$0	\$17,426,001
2029	CON	0047-09-034	Cat 5:	\$403,746	\$100,936	\$0	\$0	\$0	\$504,682
Phase Subtotal:				\$14,344,547	\$3,586,136	\$0	\$0	\$0	\$17,930,683
Grand Total:				\$20,744,547	\$5,886,136	\$0	\$800,000	\$0	\$27,430,683

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0047-09-034	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	ROW	0047-09-034	SW ROW:	\$6,400,000	\$800,000	\$0	\$800,000	\$0	\$8,000,000
2028	CON	0047-09-034	Cat 2M:	\$13,940,801	\$3,485,200	\$0	\$0	\$0	\$17,426,001
2028	CON	0047-09-034	Cat 5:	\$403,746	\$100,936	\$0	\$0	\$0	\$504,682
Phase Subtotal:				\$14,344,547	\$3,586,136	\$0	\$0	\$0	\$17,930,683
Grand Total:				\$20,744,547	\$5,886,136	\$0	\$800,000	\$0	\$27,430,683

Revisions since STTC Meeting: Advanced construction to FY2028, thereby adding the phase to the 2025-2028 Statewide Transportation Improvement Program (STIP).

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-01-023	SW PE:	\$0	\$4,112,494	\$0	\$0	\$0	\$4,112,494
2026	ROW	1091-01-023	SW ROW:	\$0	\$25,178,537	\$0	\$0	\$0	\$25,178,537
Grand Total:				\$0	\$29,291,031	\$0	\$0	\$0	\$29,291,031

Revisions since STTC Meeting: Project is not included in Mobility 2045 Update but is included in Mobility 2050. Modification needs to be delayed until Conformity of the new plan has been confirmed by the US DOT.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50002	Facility: FM 548	Location/Limits From: SH 66	Modification #: 2025-0386
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH OF CRENSHAW ROAD		
County: ROCKWALL	CSJ: 1014-02-048		
City: ROYSE CITY	Desc: RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (6 LANE ULTIMATE)		
	Request: DELAY ENGINEERING AND ROW TO FY2027; DECREASE ROW FUNDING; REVISE SCOPE TO SH 66 TO IH 30 RECONSTRUCT AND WIDEN 2 LANES TO 3 LANES; IH 30 TO SOUTH OF CRENSHAW ROAD: RECONSTRUCT AND WIDEN 2 LANES TO 4 LANES		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 53076.2	Facility: VARIOUS	Location/Limits From: VARIOUS LOCATIONS ON SH 360, SH 114, AND IH 30	Modification #: 2025-0387
Implementing Agency: TXDOT-FORT WORTH			
County: TARRANT	CSJ: 0902-90-368		
City: FORT WORTH	Desc: INSTALL NEW ITS FIBER OPTIC CABLE AND EQUIPMENT		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: RELATED TO TIP 53076.1/CSJ 0902-90-112, 53076.3/CSJ 0902-90-366, AND TIP 53076.4/CSJ 0902-00-412		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0902-90-368	Cat 5:	\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000
Grand Total:				\$2,640,000	\$660,000	\$0	\$0	\$0	\$3,300,000

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54032.2 **Facility:** FM 740 **Location/Limits From:** IH 20 **Modification #:** 2025-0389

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH KINCROSS TRAIL

County: KAUFMAN **CSJ:** 1091-02-025

City: MESQUITE **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-02-025	SW PE:	\$0	\$735,925	\$0	\$0	\$0	\$735,925
2026	ROW	1091-02-025	SW ROW:	\$0	\$3,003,777	\$0	\$0	\$0	\$3,003,777
Grand Total:				\$0	\$3,739,702	\$0	\$0	\$0	\$3,739,702

Revisions since STTC Meeting: Project is not included in Mobility 2045 Update but is included in Mobility 2050. Modification needs to be delayed until Conformity of the new plan has been confirmed by the US DOT.

TIP Code: 53076.3 **Facility:** VARIOUS **Location/Limits From:** VARIOUS LOCATIONS ON IH 30 AND SH 121 **Modification #:** 2025-0391

Implementing Agency: TXDOT-FORT WORTH

County: TARRANT **CSJ:** 0902-90-366

City: FORT WORTH **Desc:** INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT

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

Comment: RELATED TO TIP 53076.1/CSJ 0902-90-112, 53076.2/CSJ 0902-90-368, AND TIP 53076.4/CSJ 0902-00-412

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0902-90-366	Cat 5:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55273.1	Facility: FM 1385	Location/Limits From: US 380	Modification #: 2025-0392
Implementing Agency: TXDOT-DALLAS		Location/Limits To: UNION PARK BLVD	
County: DENTON	CSJ: 1315-01-035		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 2 LANES TO 6 LANES AND ADD NEW SIGNALS WITH SIGNAL RETIMING AND NEW SHARED USE PATH	
	Request:	TRANSFER FUNDS FROM TIP 55273/CSJ 1315-01-030 AND ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE RTR FUNDING TO STBG AND ADD CMAQ FUNDS	
	Comment:	CMAQ FOR SHARED USE PATH AND SIGNAL IMPROVEMENTS	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2036	CON	1315-01-035	Cat 5:	\$1,677,210	\$419,302	\$0	\$0	\$0	\$2,096,512
2036	CON	1315-01-035	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$2,477,210	\$619,302	\$0	\$0	\$0	\$3,096,512
Grand Total:				\$2,477,210	\$619,302	\$0	\$0	\$0	\$3,096,512

TIP Code: 50014	Facility: FM 460	Location/Limits From: FM 740	Modification #: 2025-0393
Implementing Agency: TXDOT-DALLAS		Location/Limits To: US 80	
County: KAUFMAN	CSJ: 2249-01-009		
City: FORNEY	Desc:	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

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

Revisions since STTC Meeting: Project is not included in Mobility 2045 Update but is included in Mobility 2050. Modification needs to be delayed until Conformity of the new plan has been confirmed by the US DOT.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53076.4 **Facility:** VARIOUS **Location/Limits From:** VARIOUS LOCATIONS ON US 180 AND SH 121 **Modification #:** 2025-0394
Implementing Agency: TXDOT-FORT WORTH
County: VARIOUS **CSJ:** 0902-00-412
City: VARIOUS **Desc:** INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT
Request: ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: RELATED TO TIP 53076.1/CSJ 0902-90-112, 53076.2/CSJ 0902-90-368, AND TIP 53076.3/CSJ 0902-90-366

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	CON	0902-00-412	Cat 5:	\$2,320,000	\$580,000	\$0	\$0	\$0	\$2,900,000
Grand Total:				<u>\$2,320,000</u>	<u>\$580,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,900,000</u>

TIP Code: 50002.1 **Facility:** FM 548 **Location/Limits From:** SOUTHERNCROSS TRAIL **Modification #:** 2025-0396
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1641
County: KAUFMAN **CSJ:** 2588-01-025
City: FORNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197 **Facility:** IH 35 **Location/Limits From:** US 77 (NORTH OF DENTON) **Modification #:** 2025-0414

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 455

County: DENTON **CSJ:** 0195-02-074

City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS

Request: REMOVE CONSTRUCTION FUNDING AND TRANSFER FUNDING TO TIP 55197.4/CSJ 0195-02-090, TIP 55197.5/CSJ 0195-02-092, AND TIP 55197.6/CSJ 0195-02-091; THIS CSJ WILL ONLY COVER ENVIRONMENTAL CLEARANCE AND ROW ACQUISITION PHASES; CLARIFY SCOPE TO REMOVE THE TERM RURAL

Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55197.2/CSJ 0195-02-081, TIP 55197.3/CSJ 0195-02-084, TIP 55197.4/CSJ 0195-02-090, TIP 55197.5/CSJ 0195-02-092, AND TIP 55197.6/CSJ 0195-02-091

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54023	Facility: SH 289	Location/Limits From: N BUS 289C, NORTH OF CELINA	Modification #: 2025-0415
Implementing Agency: TXDOT-DALLAS		Location/Limits To: N CR 60/CR 107 (GRAYSON C/L)	
County: COLLIN	CSJ: 0091-03-022		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN (ULTIMATE 6 LANES)	
	Request:	ADVANCE CONSTRUCTION TO FY2028 AND ADD TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE CONSTRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE HIGHWAY TO 4 LANE ROADWAY (ULTIMATE 6 LANES)	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0091-03-022	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2019	ROW	0091-03-022	SW ROW:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2028	CON	0091-03-022	Cat 4:	\$33,954,163	\$8,488,541	\$0	\$0	\$0	\$42,442,704
Grand Total:				\$36,354,163	\$9,788,541	\$0	\$300,000	\$0	\$46,442,704

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197.4	Facility: IH 35	Location/Limits From: US 77 N OF DENTON	Modification #: 2025-0417
Implementing Agency: TXDOT-DALLAS		Location/Limits To: N OF FM 3163	
County: DENTON	CSJ: 0195-02-090		
City: DENTON	Desc:	RECONSTRUCT AND WIDEN 4 LANE ROADWAY TO 6 LANE ROADWAY	
	Request:	SPLIT PROJECT FROM TIP 55197/CSJ 0195-02-074 AND ADD TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55197/CSJ 0195-02-074, TIP 55197.2/CSJ 0195-02-081, TIP 55197.3/CSJ 0195-02-084, TIP 55197.5/CSJ 0195-02-092, AND TIP 55197.6/CSJ 0195-02-091	

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0195-02-090	Cat 12:	\$18,978,504	\$4,744,626	\$0	\$0	\$0	\$23,723,130
2028	CON	0195-02-090	Cat 4:	\$124,287,206	\$31,071,801	\$0	\$0	\$0	\$155,359,007
Phase Subtotal:				\$143,265,710	\$35,816,427	\$0	\$0	\$0	\$179,082,137
Grand Total:				\$143,265,710	\$35,816,427	\$0	\$0	\$0	\$179,082,137

Revisions since STTC Meeting: Cat 4 funding increased and CAT 12 funding decreased to match 10 year plan.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197.5

Implementing Agency: TXDOT-DALLAS

County: DENTON

City: VARIOUS

Facility: IH 35

CSJ: 0195-02-092

Desc: RECONSTRUCT AND WIDEN 4 LANE ROADWAY TO 6 LANE ROADWAY WITH NEW SIDEWALKS, NEW SHARED USE PATH, TURN LANES, TEXAS U TURN, ITS INSTALLATION, AND SIGNAL IMPROVEMENTS

Request: SPLIT PROJECT FROM TIP 55197/CSJ 0195-02-074 AND ADD TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD NEW CMAQ FUNDS FOR ON SYSTEM PROJECT

Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55197/CSJ 0195-02-074, TIP 55197.2/CSJ 0195-02-081, TIP 55197.3/CSJ 0195-02-084, TIP 55197.4/CSJ 0195-02-090, AND TIP 55197.6/CSJ 0195-02-091; CMAQ FOR NEW SIDEWALKS, NEW SHARED USE PATH, TURN LANES, TEXAS U TURN, ITS INSTALLATION, AND SIGNAL IMPROVEMENTS

Location/Limits From: NORTH OF RECTOR

Location/Limits To: SOUTH OF FM 455

Modification #: 2025-0418

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55072 **Facility:** SH 205 **Location/Limits From:** SOUTH OF FM 548 **Modification #:** 2025-0422

Implementing Agency: TXDOT-D LLAS **Location/Limits To:** US 80

County: KAUFMAN **CSJ:** 0451-02-08

City: TERRELL **Desc:** S OF FM 548 TO N OF US 80: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED; FROM N OF US 80 TO US 80: RECONSTRUCT 4 LANE RURAL HIGHWAY TO 4 LANE DIVIDED WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANE ULTIMATE)

Request: ADVANCE CONSTRUCTION TO FY2028 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO S OF FM 548 TO N OF US 80: WIDEN 2 LANE TO 4 LANE; FROM N OF US 80 TO US 80: RECONSTRUCT 4 LANE TO 4 LANE WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANE ULTIMATE) INCLUDING SHARED USE PATH AND SIGNAL IMPROVEMENTS

Comment: REGIONAL 10-YEAR PLAN PROJECT; CMAQ FUNDING FOR NEW SHARED USE PATH AND SIGNAL IMPROVEMENTS

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2028	CON	0451-02-028	Cat 2M - Prop 1:	\$5,132,142	\$1,283,036	\$0	\$0	\$0	\$6,415,178
2028	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
2028	CON	0451-02-028	Cat 5:	\$5,418,224	\$1,354,556	\$0	\$0	\$0	\$6,772,780
Phase Subtotal:				\$100,514,220	\$25,128,556	\$0	\$0	\$0	\$125,642,776
Grand Total:				\$111,714,220	\$28,528,556	\$0	\$1,400,000	\$0	\$141,642,776

Revisions since STTC Meeting: CAT 2 funding added to match 10-year plan. Project is not included in Mobility 2045 Update but is included in Mobility 2050. Modification needs to be delayed until Conformity of the new plan has been confirmed by the US DOT.

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13076	Facility: SS 394	Location/Limits From: IH 35E	Modification #: 2025-0423
Implementing Agency: TXDOT-DALLAS	Location/Limits To: FM 877		
County: ELLIS	CSJ: 2921-01-010		
City: WAXAHACHIE	Desc: CONSTRUCT 0 TO 4 LANE ROADWAY ON NEW LOCATION		
	Request: REMOVE ROW AND ADD UTILITIES; DECREASE CAT 2 AND ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS		
	Comment: CMAQ FOR PEDESTRIAN ELEMENTS, TURN LANES, AND SIGNAL IMPROVEMENTS; REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.2	Facility: IH 35E	Location/Limits From: AT BS 121	Modification #: 2025-0429
Implementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 0196-02-127		
City: VARIOUS	Desc:	RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	
	Request:	INCREASE CAT 2 AND ADD LOCAL CONTRIBUTION FUNDING; ADVANCE CONSTRUCTION TO FY2025; REVISE CITY TO LEWISVILLE; REVISE SCOPE TO RECONSTRUCT GRADE SEPARATION AND EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS	
	Comment:	PROJECT BID WITH TIP 55275/CSJ 0364-03-101 AND TIP 13033.4/CSJ 0196-02-126; REGIONAL 10-YEAR PLAN PROJECT, DENTON PRIORITY PROJECT #4; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE FOR AESTHETIC IMPROVEMENTS	

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	13033.4	Facility:	IH 35E	Location/Limits From:	AT CORPORATE DRIVE	Modification #:	2025-0430
Implementing Agency:	TXDOT-DALLAS						
County:	DENTON	CSJ:	0196-02-126				
City:	DENTON	Desc:	RECONSTRUCT GRADE SEPARATION AND EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS				
		Request:	INCREASE CAT 2 AND DECREASE LOCAL CONTRIBUTION FUNDING; REVISE CITY TO LEWISVILLE; ADVANCE CONSTRUCTION TO FY2025				
		Comment:	PROJECT BID WITH TIP 55275/CSJ 0364-03-101 AND TIP 13033.2/CSJ 0196-02-127; REGIONAL 10-YEAR PLAN PROJECT; DENTON COUNTY PRIORITY PROJECT #5; LOCAL CONTRIBUTION PAID BY THE CITY OF LEWISVILLE FOR AESTHETIC IMPROVEMENTS				

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0196-02-126	SW PE:	\$0	\$4,527,945	\$0	\$0	\$0	\$4,527,945
2025	CON	0196-02-126	Cat 2M:	\$86,464,105	\$21,616,026	\$0	\$0	\$0	\$108,080,131
2025	CON	0196-02-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,161,470	\$4,161,470
Phase Subtotal:				\$86,464,105	\$21,616,026	\$0	\$0	\$4,161,470	\$112,241,601
Grand Total:				\$86,464,105	\$26,143,971	\$0	\$0	\$4,161,470	\$116,769,546

Revisions since STTC Meeting: **Advanced construction to FY2025.**

PROPOSED AUGUST 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14085.4

Implementing Agency: DART

County: DALLAS

City: DALLAS

Facility: VA

CSJ: 0918-24-317

Desc: CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; ADD REGIONAL TDCS IN LIEU OF LOCAL MATCH AFTER RTC APPROVAL; PROJECT GROUPED UNDER CSJ 5000-00-916

Comment: 1,360,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; RELATED TO VICTORY STATION AT HIGH LINE TIP 14085/CSJ 0918-47-296; FUNDING NOT TO EXCEED \$6.8 MILLION IN STBG FUNDS

Location/Limits From: STATION CROSSING AT VICTORY STATION TRE PLATFORM

Location/Limits To: DART PLATFORM

Modification #: 2025-0448

REVISION REQUESTED:

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

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Request: REFINE FY2015 PROGRAM OF PROJECTS
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
Apportionment Year: FY2015 PROGRAM OF PROJECTS
Modification #: 2015-0695
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES **Apportionment Year:** FY2019 PROGRAM OF PROJECTS **Modification #:** 2025-0432

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

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

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034		
12861.19	MOBILITY MANAGEMENT	2019	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000		
TOTAL:				\$102,017	\$57,017	\$0	\$0	9,000	\$159,034		

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

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0433

Request: REVISE 2021 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

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

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12002.21	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2024	CAPITAL	\$1,156,825	\$0	\$0	\$0	231,365	\$1,156,825		
12009.21	OPERATING ASSISTANCE	2022	OPERATING	\$128,511,228	\$0	\$0	\$0	0	\$128,511,228		
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961		
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451		
TOTAL:				\$184,473,183	\$0	\$0	\$13,701,282	231,365	\$198,174,465		

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

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0434

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

Comment: **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL		
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$79,242	\$0	\$0	\$19,810	0	\$99,052		
12356.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$792,419	\$0	\$0	\$198,105	0	\$990,524		
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$6,834,618	\$0	\$0	\$6,834,618	0	\$13,669,236		
12978.23	SAFETY PROGRAM	2025	CAPITAL	\$59,432	\$0	\$0	\$14,858	0	\$74,290		
TOTAL:				\$7,765,711	\$0	\$0	\$7,067,391	0	\$14,833,102		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12354.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$79,242	\$0	\$0	\$19,810	0	\$99,052	NO CHANGE
12356.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$792,419	\$0	\$0	\$198,105	0	\$990,524	NO CHANGE
12416.23	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$1,577,361	\$0	\$0	\$394,341	0	\$1,971,702	ADD PROJECT TO TIP/STIP
12465.23	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$5,257,257	\$0	\$0	\$5,257,257	0	\$10,514,514	DECREASE FUNDING
12978.23	SAFETY PROJECT	2025	CAPITAL	\$59,432	\$0	\$0	\$14,858	0	\$74,290	CLARIFY PROJECT NAME
TOTAL:				\$7,765,711	\$0	\$0	\$5,884,371	0	\$13,650,082	

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2024 PROGRAM OF PROJECTS **Modification #:** 2025-0435

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

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:					
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12120.24	SAFETY PROJECT	2025	CAPITAL	\$82,916	\$0	\$0	\$20,729	0	\$103,645
12354.24	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$110,554	\$0	\$0	\$27,639	0	\$138,193
12356.24	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,088,955	\$0	\$0	\$272,239	0	\$1,361,194
12416.24	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$1,250,000	\$0	\$0	\$0	0	\$1,250,000
12465.24	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$7,926,388	\$0	\$0	\$7,926,388	0	\$15,852,776
12558.24	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$680,736	\$0	\$0	\$120,130	0	\$800,866
TOTAL:				\$11,139,549	\$0	\$0	\$8,367,125	0	\$19,506,674

Revision Requested:

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

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0436

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

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

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12006.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000
TOTAL:				\$140,000	\$0	\$0	\$0	28,000	\$140,000

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12006.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$140,000	\$0	\$0	\$0	28,000	\$140,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2024 PROGRAM OF PROJECTS **Modification #:** 2025-0439

Request: REVISE 2024 PROGRAM OF PROJECTS **UZA:** MCKINNEY-FRISCO

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

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12888.24	PROJECT ADMINISTRATION	2025	CAPITAL	\$42,229	\$0	\$0	\$0	8,446	\$42,229
12889.24	MOBILITY MANAGEMENT	2025	CAPITAL	\$42,228	\$0	\$0	\$0	8,446	\$42,228
12956.24	STRATEGIC PARTNERSHIP SET ASIDE	2025	CAPITAL	\$112,609	\$0	\$0	\$0	22,522	\$112,609
TOTAL:				\$197,066	\$0	\$0	\$0	39,414	\$197,066

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

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0443

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

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

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072		
12957.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$61,332	\$0	\$0	\$0	12,267	\$61,332		
TOTAL:				\$546,404	\$0	\$0	\$0	109,282	\$546,404		

<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12200.23	PURCHASE OF SERVICE - ROCKWALL	2026	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000	ADD PROJECT TO TIP/STIP
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072	NO CHANGE; GROUPED
12957.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,165,072	\$0	\$0	\$170,000	97,015	\$1,335,072	

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0444

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

Comment: **Funding Source:** TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12980.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306		
TOTAL:				\$4,514,645	\$0	\$0	\$1,128,661	0	\$5,643,306		

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

PROPOSED AUGUST 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2024 PROGRAM OF PROJECTS **Modification #:** 2025-0445

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

Comment: **Funding Source:** TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12884.24	BUS AND BUS FACILITIES	2025	CAPITAL	\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691
TOTAL:				\$4,810,953	\$0	\$0	\$1,202,738	0	\$6,013,691

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

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0446

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

Comment: **Funding Source:** TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12729.23	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2025	CAPITAL	\$447,742	\$0	\$0	\$111,936	0	\$559,678
TOTAL:				\$447,742	\$0	\$0	\$111,936	0	\$559,678

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



North Central Texas Council of Governments

TO: Regional Transportation Council
(Primary and Alternate Members)
Mayors, City Managers
Surface Transportation Technical Committee
County Sheriffs, Police Chiefs, Fire Chiefs
Medical Examiners and Transportation Providers

DATE: June 16, 2025

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Announcement for the Summer 2025 North Central Texas Council of Governments
Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2024, the 16-county Dallas-Fort Worth region experienced 122,395 total reportable crashes, of which 41,715 were injury crashes, and 825 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 144 classes have been offered at the first responder level to 3,863 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 38 classes have been offered at the executive level to 1,433 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility


June 16, 2025

assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, American National Standards Institution (ANSI) Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

The Spring 2025 Executive Level Course, previously scheduled for May 2025, was cancelled due to building repairs and rescheduled for later this summer. You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Tuesday, August 12, 2025, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Tuesday, August 5, 2025. We look forward to your participation on August 12, 2025.



Michael Morris, P.E.

CF:cc

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Ron Moore, Town of Prosper Fire Rescue Training Officer
Captain Daniel Plumer, Dallas County Sheriff's Department



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

AUGUST 12, 2025 | 10AM - 12PM | IN-PERSON MEETING

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: www.nctcog.org/TIMTraining

Contact: Ccollins2@nctcog.org | 817-608-2330



Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Corinth	Fire Department	0
	Police Department	23		Police Department	6
City of Alvarado	Fire Department	0	City of Corsicana	Fire Department	1
	Police Department	6		Police Department	0
City of Amarillo	Fire Department	0	City of Cresson	Fire Department	1
	Police Department	3		Police Department	0
City of Argyle	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	3		Police Department	3
City of Arlington	Fire Department	1	City of Dallas	Fire Department	8
	Police Department	35		Police Department	8
City of Aubrey	Fire Department	5	City of Decatur	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	1		Police Department	20
City of Balch Springs	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	1		Police Department	1
City of Bedford	Fire Department	0	City of Duncanville	Fire Department	1
	Police Department	6		Police Department	4
City of Benbrook	Fire Department	1	City of Ennis	Fire Department	0
	Police Department	28		Police Department	4
City of Boyd	Fire Department	0	City of Euless	Fire Department	3
	Police Department	2		Police Department	6
City of Bridgeport	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	7		Police Department	1
City of Caddo Mills	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Carrollton	Fire Department	3	City of Forney	Fire Department	18
	Police Department	12		Police Department	13
City of Cedar Hill	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	2		Police Department	19
City of Celina	Fire Department	0	City of Frisco	Fire Department	2
	Police Department	2		Police Department	2
City of Cleburne	Fire Department	1	City of Garland	Fire Department	3
	Police Department	6		Police Department	1
City of Colleyville	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	5		Police Department	11
City of Coppell	Fire Department	0	City of Granbury	Fire Department	0
	Police Department	7		Police Department	7

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	10
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	1
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	19
City of North Richland Hills	Fire Department	3
	Police Department	31
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	15
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	9
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	5
	Police Department	7
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	13
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	
	Fire Department	
	Police Department	

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - May 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	17
	Sheriff's Department	5			
Dallas County	Fire Department	174	TxDOT - Fort Worth District	Mobility Assistance	31
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	21
				DPS	2
Johnson County	Fire Department	1	LBJ Infrastructure Group	Other	31
	Sheriff's Department	7			
Rockwall County	Fire Department	0	Lindsey Transportation	HOV	16
	Sheriff's Department	43			
Tarrant County	Fire Marshal	1	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	49			
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	2			
			NTE Mobility Partners	Other	49
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	134
			Texarkana	Police Department	1
			Trinity Metro	Other	5
			Towing	Wrecker Services	21

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (<i>not included in total</i>)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	2									2
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2							9
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									1
City of Commerce		1								1
City of Coppell	1	1								2
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		8					21
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	1	1							3
Town of Edgecliff Village		1								1
City of Ennis	2	1	2							5
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3						1	4	12
City of Forest Hill			4							4

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

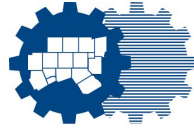
SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Forney		1								1
City of Fort Worth	8		3		1				2	14
City of Frisco	14	14			3					31
City of Garland	3	2						1		6
City of Glenn Heights	3	2			1					6
City of Granbury	3									3
City of Grand Prairie	5	2			2			3		12
City of Grandview	2									2
City of Grapevine	7	3						2		12
City of Greenville	3	1								4
City of Haltom City		1								1
Town of Hickory Creek	4									4
City of Highland Park	1									1
City of Highland Village		4							2	6
City of Hurst	3									3
City of Hutchins	6	4								10
City of Irving	7	5			2				1	15
City of Joshua	4									4
City of Kaufman	4	3								7
City of Keene	1	2								3
City of Keller		1			1					2
City of Kennedale		1								1
City of Lake Dallas	1	1	2							4
City of Lake Worth			1							1
City of Lancaster	4	2			3					9
City of Lavon	1	1								2
City of Lewisville	1	1					1			3
City of Mansfield				1						1
City of McKinney	3		2						5	10
City of Mesquite	2	4					2	2		10
City of Midlothian	1									1
City of Mineral Wells	2	1								3
City of Murphy	4									4
City of New Fairview								2		2
Town of Northlake	1									1
City of North Richland Hills	2	7								9
City of Oak Point		5								5

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	5	13
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9				4					13
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	7	1								8
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	5	2								7
City of Waxahachie	2	1								3
City of Weatherford	1	3						2		6
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	2	2								4
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										
Collin County	2					1				3

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2024

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Dallas County	43				2	2		3	23	73
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	3				2					5
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
DFW Airport	1						1			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					83				36	119
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					3					3
TxDOT - Austin								4		4
TxDOT - Dallas								10		10
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	306	168	25	4	137	3	12	124	87	779



North Central Texas Council of Governments

June 18, 2025

Texas Commission on Environmental Quality

Texas Register Team - MC 205

General Law Division

Office of Legal Services

TCEQ

P.O. Box 13087

Austin, TX 78711-3087

RE: Comments on Proposed Rule – Chapter 101 – General Air Quality Rules (Rule Project No. 2023-131-101-AI)

On behalf of the North Central Texas Council of Governments, I appreciate the opportunity to submit the following comments on the Texas Commission on Environmental Quality's (TCEQ) proposed rule implementing the Federal Clean Air Act (FCAA) Section 185 Failure to Attain Fee Program for the 2008 eight-hour ozone standard. The intent to provide regulatory flexibility while maintaining compliance with federal law is commendable.

It is the State's responsibility under federal law to outline how a region can reach attainment of the National Ambient Air Quality Standards (NAAQS) as soon as possible, through a State Implementation Plan. Unfortunately, recent design value trends in the Dallas-Fort Worth area are significantly worsening which prolongs attainment to both the 2008 and 2015 ozone NAAQS, necessitating additional focus on reduction measures and/or air chemistry assessments.

The Regional Transportation Council (RTC) supports TCEQ efforts for the region to ultimately meet attainment. The RTC continues to implement on-road mobile source emission reduction programs and projects and continues adherence to transportation conformity requirements that remain below source apportionment allotments identified in the SIP.

Since the ultimate goal is to reach attainment of the ozone NAAQS as outlined in the FCAA, Section 185 fee offsets should not come from the existing TERP Trust Fund. TERP Trust funds collected each biennium are already used to implement emissions-reducing projects, and full expenditure of these funds in the past few years has not resulted in improvement in ozone levels. Rather, fee offsets should come from the TERP Fund Balance to ensure that projects are additional to those already awarded through typical TERP funding cycles and thus achieve real-world air quality improvements above and beyond those that are already occurring. Currently, approximately \$2.1 billion make up the TERP Fund Balance from dedicated TERP revenues that were collected, but not appropriated, by the Texas Legislature prior to 2022.

TCEQ should increase the amount of TERP funds awarded to the DFW area in an amount not less than the fees that would have been collected under Section 185. We recommend that TCEQ request an apportionment for the DFW region from the TERP Fund Balance in the upcoming 90th Legislative Session (in 2027) so that funds would be available at the beginning of fiscal year 2028. Funding available from the TERP Fund Balance in 2028 is consistent with projected collection start of Section 185 fees should the forthcoming attainment deadline be missed.

In the event that the TCEQ is unable to proceed with its proposal to credit grant revenue from TERP as offsets, and instead begins assessing fees on major source, the NCTCOG stands ready to assist in designing a program that maximizes benefits to reach attainment of the ozone standards.

NCTCOG is committed to continuing to assist the TCEQ in SIP development and implement impactful projects and programs to reduce emissions in the DFW region. Should you have any questions, please contact me at cklaus@nctcog.org or (817) 695-9286.

Sincerely,



Chris Klaus
Senior Program Manager
North Central Texas Council of Governments

CK:js



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

June 18, 2025

Mr. Michael Morris,
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Dear Mr. Morris,

I am writing to inform you that the Texas Department of Transportation (TxDOT) intends to extend the existing Planning agreement with North Central Texas Council of Governments for two years.

This decision is in accordance with Article 1, Section B of the current agreement, which stipulates the option for an extension and the necessary procedures involved. Attached to this letter is the existing agreement for reference. Consequently, the updated expiration date for these agreements will now be September 30, 2027.

TxDOT has collaborated with Texas MPOs over the last year to revise the current agreements. This process revealed a need for additional review and evaluation to develop an agreement that will support administration of the TPF program and coordination with the MPOs. We will continue to coordinate this effort with the MPO community over the coming months. If you have any questions, please contact Casey Wells at casey.wells@txdot.gov.

Sincerely,

Signed by:

Humberto Gonzalez Jr. P.E.

F7C3A305BFEB4F2...

Humberto "Tito" Gonzalez, Jr., P.E., M.B.A.

Director, Transportation Planning and Programming Division

Attachments:

Current MPO Planning Agreement, effective September 28, 2018

CC: Todd Little, Executive Director, North Central Texas Council of Government
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director
Travis Campbell, Director, Transportation Planning & Development, Dallas District
Ricardo Gonzalez, Director, Transportation Planning & Development, Fort Worth District
Dan Perry, Director, Transportation Planning & Development, Paris District
Shannon Hawkins, Planner, Transportation Planning and Programming Division
Karrie Boedeker, Transportation Planning and Programming Division, TPP Operations Section Director

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June 9, 2025

Ken Kirkpatrick
General Counsel, North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: *Boston Consulting Group Concludes and Confirms Alignment "2(b) will Cause Billions of Dollars in Annual Economic Losses to the City of Dallas*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

I have professionally provided for you, in your role as attorney for the North Central Texas Council of Governments (the "NCTCOG"), a wealth of conclusive evidence that the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail will cause billions of dollars of damages as well as significant financial losses each year negatively impacting the City of Dallas. Among this library of objectively irrefutable supporting proof, I delivered to you conclusive economic impact analyses conducted by one of Texas' leading economists, Ray Perryman, whose work is and has been utilized, adopted, endorsed and cited by NCTCOG. Bluntly, you have long been on actual notice of alignment "2(b)'s" economic threat to the City of Dallas.

The purpose of this correspondence is to also courteously inform you that the Boston Consulting Group ("BCG") has recently completed its own study, which includes conclusions regarding the economic impact resulting from alignment "2(b)." Like the Perryman study that you have possessed, reviewed and understood for months, BCG provides an indenting, inescapable and unavoidable warning siren of the economically devastating "disruption" and "loss[es]" alignment "2(b)" would cause the City of Dallas. The following are examples of direct quotes by BCG regarding the damages that would be wrought by alignment "2(b)":

"\$6B[illion] loss in annual operating expenditures."

"would cut annual GDP by \$1.1B[illion] and annual employment by 7,100 jobs"

"\$1.1B[illion] lower average GDP"

"net 7,100 fewer jobs"

"\$1.8B[illion] less" in "economic output"

"\$4.3B[illion] loss in investment"

It is contextually significant and notable for reflection that these unequivocal conclusions of economic harm and disruption were the findings of and published by BCG, who publicly touts and strives to maintain its close relationship and partnership with the rail industry, including as exemplified by the following direct quotes from BCG's own marketing materials:¹

"We support the rail industry"

"leading railroad consulting firm"

"We partner with rail operators"

"We help rail operators"

"Our rail operations consulting team partners with urban transportation, passenger rail, rail freight, rail infrastructure, and rail technology companies."

NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

¹ The limited purpose of this correspondence does not extend to (a) highlighting other conclusions reached by BCG that are in direct concord with information we have previously provided to you or (b) raising or addressing factual mistakes, erroneous conclusions, and insupportable arguments contained in the BCG document, which may be discussed in future correspondence.

Ken Kirkpatrick
General Counsel
June 9, 2025
Page 3

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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June 16, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: More Morris Misleading Mischaracterizations regarding alignment “2(b)”

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this correspondence is to report yet another misleading mischaracterization by Michael Morris, in his capacity as an authorized representative of the North Central Texas Council of Governments (the “NCTCOG”), this time in publicly-aired statements made by Morris at NCTCOG headquarters in the Arlington Entertainment District on May 17, 2025.

As background, and as we have previously, professionally, and plainly laid out for you, Michael Morris has repeatedly conceded that possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, *specifically including the so-called alignment “2(b),”* is not “realistic” without an operational Dallas-to-Houston route. As Morris has specifically represented, the Dallas-to-Arlington Entertainment District-to-Fort Worth route never gets past the “[t]heor[etical] in being able to “exist” “on its own” – it is, as Morris recently indented, simply “much, much more difficult.”

On April 3, 2025, the authorized representative of the new owner of the Dallas-to-Houston project testified under oath to the Transportation Committee of the Texas House of Representatives that it had not yet even “decided” whether the Dallas-to-Houston project was “a go or a no go.” It similarly testified that it was “uncertain,” and still in the process of determining, whether the Dallas-to-Houston route is even “feasible,” “makes sense” or is ever “going to get done.”

In contrast to this admitted uncertainty, the new owner of the Dallas-to-Houston project was resolute and clear in his testimony that the Dallas-to-Houston route would not be viable without (and depended upon) federal funding. More specifically, as the new owner confirmed under oath, it was “seeking grants from the federal government,” the project “is going to rely on grants from the federal government” and the Dallas to Houston project is not “going to get done purely privately.”

Just two weeks after that sworn testimony, on April 17, 2025 (and as we have reported to you), the Department of Transportation announced it was “walking away from” the Dallas-to-Houston project, including pulling \$64 million in previously announced funding, and making clear that no federal “taxpayer funding” would be provided for that project. In link-step, Amtrak determined to withdraw as, what has been described by the owner of the Dallas-to-Houston project, a “partner” on the project.

Michael Morris brazenly (actually, comically) attempted to misleadingly spin this news in his public comments on May 17. Notwithstanding that the owner of the Dallas-to-Houston project had just testified under oath that it was not viable without federal taxpayer funds, Morris claimed that the federal claw-back of federal monies and withdrawal of any federal support was all the owner’s idea – what the new owner allegedly wanted. Preposterously, Morris represented to the public that it was the Dallas-to-Houston project’s owner who asked to “return the money” (specifically, the \$64 million) and wanted to eschew and refuse the very federal funding that just two weeks earlier the new owner stated was absolutely critical to the project’s very existence.

This latest intentional mischaracterization is merely emblematic of the culture of misleading mischaracterizations by Michael Morris in irrationally persisting in the continuing gross waste of millions of dollars of public taxpayer dollars in the at all costs drive to try to muscle through the procedurally barred, legally prohibited, and admittedly fatally flawed alignment “2(b).”

NCTCOG has a binary choice regarding alignment “2(b)”:

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Ken Kirkpatrick
General Counsel
June 16, 2025
Page 3

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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June 23, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Highlight Summary Recap Regarding the Fatally Flawed, Legally Precluded, and Economically Disastrous alignment “2(b)”

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this correspondence is to recap in summary fashion some of the numerous fatal flaws, legal preclusions and massive economic and environmental damage we have previously articulated to you that would result from the so-called alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District -to-Fort Worth higher-speed rail.¹

●The “leading railroad consulting firm” and Texas’ leading economist agree that **Alignment “2(b)” will cause billions of dollars in annual losses to the City of Dallas**. BCG, who “partners” with, “support[s]” and “help[s]” rail operators, conducted an economic impact analysis which concluded that alignment “2(b)” would cause “disruption” and “loss[es]” of billions each year, as well as over 7,000 lost jobs.

Separately, Ray Perryman, a renowned Texas economist whose work has been endorsed, utilized, adopted, and cited by NCTCOG, conducted his own separate study, likewise finding that the City of Dallas would face billions of dollars in annual lost economic opportunity as a result of alignment “2(b).”

Ray Perryman’s Report stated that alignment “2(b)” would directly threaten the future and financial potential of the multi-billion Kay Bailey Hutchison Convention Center (“KBHCC”) and the planned six-billion-dollar Hunt Reunion Development.

¹ We have, of course, provided you, in your capacity as the chief lawyer for NCTCOG, multiple other correspondence, including myriad additional examples and conclusive proof of the legal and economic non-viability of alignment “2(b).”

● **Alignment “2(b)” is legally precluded and prohibited by the express terms of the Master Agreement** between the City of Dallas and Hunt, which has been in place since 1975. Alignment “2(b)” would improperly interfere with the City of Dallas and Hunt’s specific legal rights. NCTCOG has admitted in public statements that the Master Agreement is a legally enforceable contract.

● **Alignment “2(b)” will significantly slow down automobile traffic and increase highway congestion on I-30**, reducing automobile speeds, and increasing automobile travel time between Dallas and Fort Worth. Using NCTCOG’s own published information, Alignment “2(b)” would strip I-30 of five to eight highway lanes (60-100 feet width of roadway that could be used for automobile traffic), including multiple TEXpress managed toll lanes highly touted by NCTCOG. Alignment “2(b)” – in taking away existing automobile traffic lanes – cuts at the freedom of Texas drivers to travel in their own private cars and trucks.

● **Alignment “2(b)” would be far too slow to be considered high-speed rail and cannot “improve upon” or provide any “reasonable improvement” in travel times as compared to automobile traffic.** Using NCTCOG’s own data, alignment “2(b)” would average just 74 miles per hour, while TxDOT confirms that the TEXpress managed lanes along I-30 keep traffic moving at 70+ miles per hour in that Dallas to Fort Worth corridor. Even NCTCOG is quoted as stating that “there’s no reason that [drivers] can’t go 60-80 miles per hour” on those TEXpress managed lanes. Factoring in the actual travel time for an actual rider, including travelling from the passenger’s home or office to the high-speed rail station, parking, purchasing a ticket, riding on the train, disembarking the train, and finding transportation to the actual desired destination, *alignment “2(b)” would take far longer than a person simply getting in their car and driving directly to their destination.*

● **The already existing Trinity Railway Express (the “TRE”) through Irving can be upgraded to allow for travel times between Dallas and Fort Worth competitive with alignment “2(b).** NCTCOG’s own Program Manager publicly admitted that it is “correct” that the TRE can be upgraded to shorten travel times between Dallas and Fort Worth to “near[ly]” “20-minute[s].” Rail industry partner BCG similarly concluded in its recent economic impact study that the TRE could be modified to meet a competitive 30-minute travel time. BCG further concluded that *the TRE could be modified for a small fraction of the cost of alignment “2(b),”* saving many billions of dollars. Even NCTCOG admits, in a Final Report it coordinated, that the TRE “offers the best financial viability.”

● **Alignment “2(b)” (according to NCTCOG) is fatally flawed, no longer possible and has already been previously disqualified** from further consideration on multiple conditions instituted by NCTCOG. Persisting in the continued spending of over \$10 million in taxpayer monies to forward a procedurally void “environmental assessment” of alignment “2(b)” is rank and irresponsible waste and a betrayal of the public trust. NCTCOG further admits that there are alternatives to alignment “2(b)” that are not fatally flawed, including in stating “there’s no fatal

flaw . . . to go west of the Hyatt Regency. *There's no reason the rail line has to go between the Hyatt Regency and Union Station*" and cause billions of dollars of disruption and damage to Downtown Dallas.

●**NCTCOG admits that Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is not "realistic" and could never get past the "theoretical" in being able to "exist" without an already built and operational Dallas-to-Houston high-speed rail route.**

Yet, the new owner of the Dallas-to-Houston high-speed rail project recently testified under oath at a committee hearing in the Texas Legislature in Austin that it was not ready to "move forward," does not know whether it "is a go or a no go," and has not even determined whether the Dallas-to-Houston project is "feasible," "fiscally responsible," or will ever "get built." The new owner further stated under oath that they "don't think [the Dallas-to-Houston project] is going to get done privately." Of course, the federal government and the State of Texas have made perfectly clear that no taxpayer monies will be spent on that project, including the Secretary of Transportation of the United States stating that funding the Dallas-to-Houston project would be "a waste of taxpayer funds."

●**NCTCOG has admittedly "collaborat[ed] with the City of Arlington," special favoritism to that municipality to the detriment of others in the region,** including in "[m]inimiz[ing] impact to private properties" (such as restaurants/lounges) in the Arlington Entertainment District, while at the same time forsaking Downtown Dallas properties, businesses and the KBHCC. A member of the Regional Transportation Council (the "RTC"), who is also the Mayor of Arlington, has stated he has business/monetary interests in the Arlington Entertainment District, including a restaurant/lounge. I have reported to you that this elected official has participated in discussion and voting at the RTC on matters relating to alignment "2(b)" (which incorporates the Arlington Entertainment District proposed station), including publicly stating he "do[esn't] give a damn" about the Dallas City Council's June 2024 Resolution against alignment "2(b)." Alignment "2(b)" would serve as a funnel siphoning away conventioner and tourist dollars from Dallas and to the business/restaurant owners in the Arlington Entertainment District.

●**The so-called "one-seat ride" requirement, as argued by Michael Morris, is legally precluded,** including because it would necessitate a federally prohibited "predetermination" and "bias" to use the same technology, trains, and tracks as for any possible future Dallas-to-Houston route. "One-seat ride" is not even possible for alignment "2(b)," which such proposed route (according to NCTCOG's own statements) calls for at least a *five-seat* ride to DFW Airport.

●**There is no final (much less finally approved) location for the Dallas station for Dallas-to-Houston high-speed rail (as misstated by Michael Morris).** Even the documents cited as support by NCTCOG for this false proposition expressly state that station's design and location are merely "preliminary," "conceptual," "subject to change," and contingent upon, among other things, "[c]oordination with the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies." No possible future Dallas-to-Arlington Entertainment District-to-

Fort Worth higher-speed rail route should be in any way dictated by a preliminary and conceptual location for the possible future Dallas-to-Houston route (which, as stated above, has not even been determined whether it is feasible or will ever move forward).

●**Alignment “2(b) will result in a wide array of environmental damage to the region,** including: (1) West Dallas neighborhoods and churches, (2) parks and bridges, including the Ron Kirk Pedestrian Bridge, the Calatrava bridges, Harold Simmons Park, and the Trinity River Corridor, (3) Martyrs Park, (4) “hurting the electric grid” and putting pressure on ERCOT’s ability to provide power to Texas customers, (5) visual pollution, (6) sound pollution, and (7) destroying walkability in multiple neighborhoods, including Downtown Dallas.

●**NCTCOG is legally prohibited from using any monies that can be traced from the State of Texas for the promotion of high-speed rail.** The affected monies include any funds NCTCOG has received through its various flips and trades of appropriated funds that can be traced back to Texas dollars. We have made you actually aware (and you are on notice) of this legal proscription on high-speed rail promotion.

●**NCTCOG Transportation Director Michael Morris put “on hold” multiple “key” public transportation projects for the benefit of Dallas – totally unrelated to higher-speed rail – as a means by which to pressure and muscle the Dallas City Council to drop opposition to alignment “2(b).”** This amounts to threatened retaliation, under color of law, using federally-funded tax dollars as a weapon to achieve a collateral purpose.

●**NCTCOG has desperately resorted to preposterous arguments and an aggressive misinformation political campaign in its hyper-aggressive yet nonsensical push for alignment “2(b).”** Just one example provides sufficient showing of this bad faith maneuver against the public. NCTCOG misrepresented that “thousands” of Texas A&M University students will supposedly “conveniently make day trips between Fort Worth and College Station on high-speed rail to pursue higher education.” This would of course require that thousands of Aggies would choose to live in Fort Worth and wake up each morning, get in their cars and drive to the Fort Worth higher-speed rail station, find a parking place, pay for parking, purchase a rail ticket, ride to Grimes County, disembark the train, find transportation for the 26 mile ride to College Station, disembark that vehicle, and walk to their classes (and turn around that afternoon and do it all over again in reverse). That NCTCOG would represent to the public that “thousands” of Aggies embark on this six-hour daily ultramarathon journey (and pay ticket costs that would be more than rent in College Station) is emblematic of their bad faith strategy.

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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214.969.2799/214.969.4343
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June 30, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Boston Consulting Group concludes that the Trinity Railway Express can be upgraded to provide travel times between Dallas and Fort Worth as fast as the proposed alignment “2(b)” – and for several billion dollars less

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this correspondence is to specifically direct your attention, as chief lawyer for the North Central Texas Council of Governments (the “NCTCOG”), to the portion of the study recently completed and submitted by the Boston Consulting Group (“BCG”) regarding the Trinity Railway Express (the “TRE”).

Specifically, **BCG concludes that the TRE can be upgraded to “achieve a Dallas-to-Fort Worth travel time of 30 minutes.”** This conclusion accords NCTCOG’s own admissions (which we have previously provided to you) that the TRE can be upgraded to be as fast as the proposed alignment “2(b)” for rail travel between Dallas and Fort Worth.¹

Beyond being speed competitive with the proposed alignment “2(b),” BCG estimates in its report that the TRE upgrades could be accomplished for a small fraction of the price-tag to construct the proposed alignment “2(b).” This upgrade to the TRE, which even NCTCOG Transportation Director Michael Morris has called the “backbone of the region,” would amount to a savings of at least several billion dollars.

Mr. Morris admits he intentionally decided to delay presenting to the Regional Transportation Council (the “RTC”) either the BCG Report or the report conducted by Texas’ leading economist

¹ All of this sets aside that, as we have previously conclusively shown, the TEXpress managed lanes already move as fast or faster and provide competitive travel times in comparison to the proposed alignment “2(b).”

Ray Perryman (whose work is adopted, used, and cited by the NCTCOG), stating he wanted to wait for “two” additional studies by Arlington and Fort Worth. Initially, Mr. Morris may be interested to learn that Arlington and Fort Worth are together conducting a single study. In any event, the fact that Mr. Morris personally may not like the studied conclusions of BCG or Perryman cannot justify the continued waste of millions of dollars in public taxpayer funds on the procedurally beleaguered “environmental assessment” regarding alignment “2(b).”

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

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Ken Kirkpatrick
General Counsel
June 30, 2025
Page 3

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

MINUTESREGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Federal Certification Review

FY2026 and FY2027 Unified Planning Work Program

Update on Dallas-Fort Worth Air Quality Improvement Plan

North Texas Zero Emission Vehicle Project

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Thursday, June 5, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJune25. Amanda Wilson, Senior Program Manager, moderated the meeting attended by 93 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Federal Certification Review – **presented by Marc Oliphant, Federal Transit Administration**
- FY2026 and FY2027 Unified Planning Work Program – **presented by Vickie Alexander**
- Update on Dallas-Fort Worth Air Quality Improvement Plan – **presented by Irlenia Hermosillo and Savana Nance**
- North Texas Zero Emission Vehicle Project – **presented by Alyssa Cunningham and Savana Nance**

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:
<http://www.publicinput.com/nctcogJune25>.

Summary of Presentations

Federal Certification Review presentation: https://www.nctcog.org/getmedia/f7536c55-797c-4a98-9f4f-22cbb0b21faf/Federal-Certification-Review_Updated-Contacts.pdf

Every four years the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly review the metropolitan transportation planning process for regions with a population over 200,000.

The metropolitan transportation planning process decides how a substantial share of federal funding is spent nationwide, and NCTCOG must prioritize the regional needs and determine the best economical solutions. The process also lays the framework for the future transportation system. Products of the process include the following:

- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)

The Federal Certification Review also includes gathering public input. Comments are taken into consideration while evaluating transportation planning completed for the region and will be included in a report summarizing discussions during the review.

The survey questions from the federal agencies are available online at <http://www.publicinput.com/nctcogJune25>. All public comments should be submitted directly to FHWA and FTA by July 18, 2025.

FY2026 and FY2027 Unified Planning Work Program presentation:

<https://www.nctcog.org/getmedia/870fa48c-8b09-414e-8cf7-1fd19dcb27e2/FY2026-and-FY2027-UPWP.pdf>

Draft FY2026 and FY2027 Unified Planning Work Program:

<https://www.nctcog.org/getmedia/5942d307-7d61-4853-9b1e-5b86c05170c7/FY2026-and-FY2027-UPWP-Full-Doc.pdf>

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

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

The UPWP for FY2026 and FY2027 will focus on several planning initiatives, including the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technologies, high-speed passenger technology, bicycle and pedestrian plans, corridor and transit studies, freight planning and air quality conformity analysis, among others. A draft of the work program is posted at www.publicinput.com/nctcogJune25 for review and comment.

The RTC will take action on the recommended FY2026 and FY2027 UPWP on June 12, 2025.

Update on Dallas-Fort Worth Air Quality Improvement Plan presentation:

<https://www.nctcog.org/getmedia/730528ce-3871-4371-bf35-1dc027f68956/DFW-Air-Quality-Improvement-Plan.pdf>

The Dallas-Fort Worth Air Quality Improvement Plan is a comprehensive regional initiative aimed at reducing air pollution across 16 counties. The plan targets multiple sectors including

transportation, energy, water, wastewater, agriculture and forestry and is funded by the 2022 Inflation Reduction Act through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program. The CPRG program requires two deliverables: a short-term Priority Climate Action Plan (PCAP) and a long-term Comprehensive Climate Action Plan (CCAP), which includes emissions projections for 2030 and 2050 and sets reduction goals.

The PCAP outlines voluntary, actionable measures across all sectors to reduce criteria pollutants. These measures are being refined for inclusion in the CCAP, which will also include cost estimates and funding sources. Transportation strategies under consideration include reducing idling, promoting low-emission vehicles, improving traffic flow and expanding pedestrian, bicycle and transit infrastructure. The CCAP will align with NCTCOG's Mobility 2050 Plan to ensure consistency in regional transportation planning. Public input continues to be welcomed through the project website and upcoming summer meetings.

Visit www.publicinput.com/dfwaqip to learn more about DFW AQIP and explore public input opportunities.

North Texas Zero Emission Vehicle Project presentation:

<https://www.nctcog.org/getmedia/1856b176-6a10-41af-b789-995ad3f0ab09/NTx-Zero-Emission-Vehicle-Project.pdf>

NCTCOG has secured a \$60 million grant from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program, funded through the Inflation Reduction Act. This funding supports the regional deployment of medium- and heavy-duty zero-emission vehicles (ZEVs) and related infrastructure. The initiative, known as the North Texas Zero Emission Vehicle (NTX ZEV) Project, is divided into two main components: vehicle replacement and workforce development.

Eligible applicants include both public and private entities, with priority given to operations in the region's 10-county ozone nonattainment area. Funding levels vary based on vehicle type, ranging from 33 to 65 percent for battery-electric vehicles and 60 to 80 percent for hydrogen fuel cell vehicles. The remaining \$1.4 million will support workforce development, including training for first responders, mechanics and drivers working with ZEVs and their infrastructure.

The program aims to improve air quality in the Dallas-Fort Worth area by replacing high-emission vehicles with ZEVs, allowing the region to achieve significant environmental benefits without needing to replace many vehicles. The initiative also supports infrastructure such as battery storage systems and renewable energy sources like wind and solar for vehicle charging. Texas is emerging as a strong market for ZEVs, with nearly 20,000 light- to medium-duty electric vehicles and 188 heavy-duty electric vehicles currently registered.

NCTCOG is currently developing a call for projects, which is expected to open in the summer/fall of 2025, pending EPA approval. Additional information is available at nctcog.org/ntxzev.

COMMENTS RECEIVED DURING THE MEETING

Federal Certification Review

Phyllis Silver, Citizen

A. DART funding

Comment: As you may know, DART is preparing to propose some drastic cuts in service because of this general mobility program. They want to reallocate 5 percent of DART's annual sales collections, equivalent to approximately \$42.59 million. Do you think there's any money that could come from the federal government and/or from NCTCOG, so there wouldn't be such a drastic impact on the ridership?

Summary of response by Marc Oliphant, FTA: There are numerous funding sources for transit. In addition to standard allocations, there are also competitive funds that have to do with population size and so forth. The new administration is also in the process of updating some of that competitive funding and what's going to be available. So yes, it's possible as far as which funding source or how, that's something that would have to be explored. But we will make a note of your comment.

Summary of response by Amanda Wilson: From a broad Metropolitan Planning Organization (MPO) perspective, we've been working on a project called Transit 2.0 for the past 18 months. You may recall this from a previous public meeting. That work has now concluded, and we've wrapped up our efforts with the consultant. Next week, the final recommendations from the study will be presented to the Regional Transportation Council, along with the proposed next steps. We had been waiting to see the outcome of the Texas legislative session, and now that it has concluded without the passage of relevant legislation, the focus shifts to what comes next. DART has introduced a Mobility Fund proposal, and the key question now is: Where do we go as a region? The Dallas-Fort Worth area is experiencing significant population growth, much of it outside the boundaries of the three major transportation authorities. This raises the need to bring together cities that currently participate in transit authorities and those that do not to discuss the future of regional transit. At this point, there's nothing formally scheduled. Vickie can speak to whether there's anything specific in the Unified Planning Work Program, though that document primarily covers planning projects rather than funding for implementation. Implementation funding would come through a separate document known as the Transportation Improvement Program. That said, you can expect the Transit 2.0 study to produce recommendations on how we move forward and ensure that transit service continues to reach all parts of the Dallas-Fort Worth region.

Update on Dallas-Fort Worth Air Quality Improvement Plan

Larry Howe, Citizen

A. Educational resources

Comment: There is a lot of misinformation and misunderstanding around the basic science of climate change. Will your AQIP and CRPG Program provide resources to local jurisdictions and the general population to help clear up the misinformation out in the public?

Summary of response by Savana Nance: The goal of the Air Quality Improvement Plan (AQIP) is to assess current conditions in the region and identify potential policies, projects and programs that can improve both air quality and overall quality of life. The plan addresses both greenhouse gases and criteria pollutants, but it's not focused on any single pollutant. Instead, it provides information on how action, such as expanding transit, can benefit everyone regardless of the specific type of

pollution being addressed. There will be a variety of resources available from the Environmental Protection Agency to support this initiative. For those interested in learning more, we'll be directing people to informational materials as they become available.

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

Update on Dallas-Fort Worth Air Quality Improvement Plan

Email

Choteau Kammel, Citizen

1. As a resident of Fort Worth, I'm grateful for the work NCTCOG is doing and has done to improve the livability of North Central Texas. With summer heat on the way and ozone warnings already beginning to blare, I also appreciate the attention being paid to air quality and the Metroplex's non-compliance with certain pollutants under the Clean Air Act. In facing this critical issue, however, I want to caution against adopting a myopic view of solutions. Air quality is not simply fixed by swapping gas burning municipal fleets with electric vehicles nor is it solved by encouraging private entities to do the same. Rather, to truly improve air quality here, policymakers must recognize that zoning laws and transportation optionality directly contribute to whether pollution improves or continues to worsen. If people cannot live near where they work, travel by alternative means other than by automobile, or have proximate access to recreation, socializing and worship, air quality will suffer further. Consequently, addressing air quality requires our municipalities to allow people to live near job centers again; to expand housing availability to include forms for different family sizes; and to invest in providing feasible transportation alternatives to spending endless hours in pollution-causing congestion. The TRE and TEXRail are incredible transit assets, and yet their stations are parking lots rather than places for families to live, work and play. Imagine both the congestion relief and reduction in air pollution if thousands more people could build their lives around rail corridors rather than freeways. Mass automobile use in a mega-region of millions of people drives much of the pollution here, wastes substantial amounts of time and results in hundreds of preventable deaths each year. If we want to improve air quality, and enjoy a bevy of other benefits, then we must support and provide transportation options for the people of North Central Texas. Municipal zoning and housing laws work against improving air quality because they create the ever-growing commute times citizens of North Central Texas have resulted in backed-up highways and worse pollution. The Texas legislature passed several landmark housing and zoning bills this year that allow housing to be built on commercial and retail tracts (SB 840), finally allowing smaller starter-home sizes to be built in new subdivisions (SB 15) and allow cities to permit single-staircase apartments up to six stories tall (SB 2835). These bills offer a momentous opportunity for North Central Texas municipalities to build more housing within proximity to job centers ultimately making housing more affordable and reducing commute times and the resultant air pollution. Our municipalities must take advantage of these bills and act swiftly to remove other barriers such as onerous parking mandates set in the 1960s and allowed to ossify. These actions will help shift the balance from a development pattern that literally drives air pollution, especially as millions more people continue to move here, to a pattern that offers more choices, freedom and air quality to our friends and neighbors here in North Central Texas.

Response by NCTCOG Transportation staff:

Thank you for your comments. They will be included in our public comments report and provided to the Regional Transportation Council.

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

Thurs., June 5, 2025 Public Meeting

Dallas-Fort Worth Air Quality Improvement Plan

Question pg. 3 - In the gray square on the left side of the page it has a question mark next to "particulate matter" - does this mean that we do not know the status of particulate matter in the region? If so, isn't this measurable and why would we not know?

Question pg. 9 - What does "improve rail crossings" refer to? Is it a maintenance issue? Is it a problem with the track or gates?

I saw a report on the news that indicated that some freight trains are too long so when the train gets to a crossing, cars can be stacked up for one hour waiting for the train to pass. Does this "improve rail crossings" measure refer to this problem?

Comment / pg. 12 -

Question - Priority Climate Action Plan: Transportation Sector Measures
One of the measures under Transit Enhancement Program is to increase transit frequency. Currently, DART is considering a decrease in frequency for buses and trains due to funding for the GMP. Can COG help out with some of this funding so that we can maintain or improve frequency? This would help us improve air quality.

Comment - pg. 13 -

PCAP: Transportation Sector Measures
Under Active Transportation Program - Improve/Expand Bicycle and Pedestrian Facilities - more work needs to be done to improve pedestrian safety. This would encourage more people to take transit, as we need to walk to and from our transit stops.

also on Pg. 13- Same PCAP heading -
Comment -

Enhanced Regional Traffic Signal Timing Program -
Improve Signal timing in the Region - We need to
improve Signal prioritization for vehicles and improve
traffic signals for safe passage of pedestrians. There
needs to be protected signals for pedestrians.

Phyllis Silver
Phyllis Silver

6/27/2025

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 Tuesday, May 20 through Thursday, June 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality, safety and sustainable development were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 50 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a \$100 gift card. publicinput.com/bikesafety – NCTCOG Transportation Department



What if from every 6-lane street we took 2 lanes off and create separate bike lanes on each side? Also, it is less stressful for pedestrians to cross the street. 6-lane wide streets only invite drivers to drive too fast. — John Zonneveld

Wow. You guys complain about Texas not doing enough for bicyclists and when they do you complain about the questions and the picture of somebody riding a bike. They want

feedback and all you're doing is complaining. You're the same people who own 10,000 carbon bikes but feel they own Trinity Trail. And for the guy who says we need to get off the road, if they extend the sidewalks, they will probably close a lane down for bikes and you will complain about that. Bicyclists do pay their fair share of taxes because they own cars themselves. — Buentello Garcia

Bicycling in auto traffic is very dangerous and should be avoided whenever possible. — David O'Neill

Bicycle riders intentionally aggravating motorists by running stop signs and traffic signals, grouping up to block multiple lanes of traffic and inhibiting traffic flow by swinging wide to make a turn, all the while whining "share the road, share the road" simply demonstrates the kind of [REDACTED] these people are. — Tom Horn

Doug Werhane Alan Bryant Scott Cross — Dian Jordan

It was a borrowed bike, huh huh! — Travis Tramps Cdt

It's crazy when transportation departments won't make fat tire e-bikes accessible on trains, planes and busses. Those are for disabled veterans and civilians who pay taxes. — David Martinez

Thank you. — Kristie Lowe

Remember, bicycle riders are considered the same as other vehicles on the highway and are supposed to follow the same traffic laws as cars. — Ronda James

EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over autocentric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. EVs still cause avoidable deaths & permanent injuries to humans by the thousands and thousands, not to mention animals. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle-down economic austerity disenfranchisement & a lot of marginalization (e.g. Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. National Transcontinental High Speed Rail should integrate seamlessly w/commuter rail networks so it can function as one cohesive system & this will convert flyover country back into a thriving heartland which will reduce clustering on the coasts. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of added lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space

reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. — Cory Pinckard

Cory Pinckard Dad, you're off your meds again... — Bushwood Smithie

Bushwood Smithie Go get your degree in transportation/urban planning and tell me I'm wrong. In the meantime, you can update your attempts at being snide while having nothing if substance to offer. — Cory Pinckard

Additional comments can be viewed here:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02GwoLQVHwpD9prXGBtJ824uv36okzefE5WYs5rxmf4mnqx9djXmNaqpYxTHQWWb42l>.

Public Involvement

Facebook –

1. Work Program, certification review and more for review/comment. — NCTCOG Transportation Department



Stop shoving toll roads down our throat. — Mark Liberto

Why do we need another government layer? Dissolve yourself. — Beeper Goode

I go to the meetings, but you all never listen. You are just there to raise our taxes and keep your jobs. — David Martinez

Freight

Facebook –

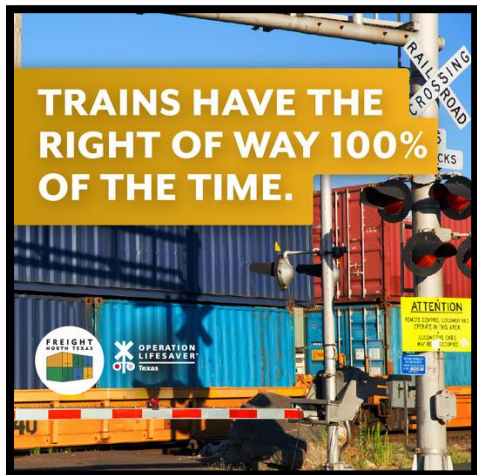
1. Remember railroad tracks are not for walking; you can expect a train on any track at any time. freightntx.org — NCTCOG Transportation Department



MLWICKS.COM — El Rosario Bahia Pelicano

[Safety for Sarah](#) — Kevin Morris

2. Did you know that trains have the right of way 100% of the time? It is a fact! freightntx.org — NCTCOG Transportation Department



MLWICKS.COM — El Rosario Bahia Pelicano

3. Remember, trucks can't stop on a dime, big rigs need more time. freightntx.org — NCTCOG Transportation Department



— Brandy Bennett Parsons

4. Recuerda que las vías del tren no son para caminar, puedes esperar que el tren pase por cualquier riel a cualquier hora. **Translation:** Remember train tracks are not for walking, you can expect the train to pass through any rail at any time. freightntx.org — NCTCOG Transportation Department



¡A cabrón! ¿Monorriel, o qué? **Translation:** Oh crap! Monorail, or what? — Jonas Leon

5. Remember, if you can't see their mirrors, they can't see you. freightntx.org — NCTCOG Transportation Department



BE SAFE!!! — Lorenzo Garcia

OJO OJO OJO!!!! **Translation:** Pay attention! — Lorenzo Garcia

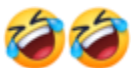
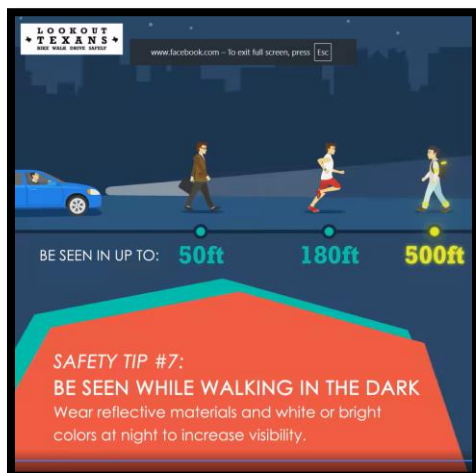
True. — Chachi Wexler

Safety

Facebook –

1. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit

<https://www.facebook.com/NCTCOGtrans/videos/697806812663909/>



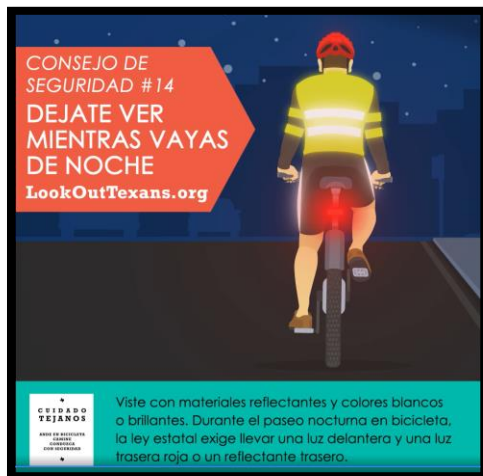
— Sambo Black Shep

Doing away with the vehicle safety inspections is really helping to make the streets and highways safer! — Jere Tucker

2. **Look Out Texans** Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation:** Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone! — NCTCOG Transportation Department

To view the short video on this post, visit:

<https://www.facebook.com/NCTCOGtrans/videos/1033136371519244/>



Q raro q Trump si sabe lo q significa eso, pero no sabe lo dice la constitución. **Translation:** It's strange that Trump knows what that means but doesn't know what's in the Constitution. — Ray Alcocer

El problema ahí es el combustible ahí es donde hay fuego y acaba con las personas.

Translation: The problem there is fuel; it's the actual cause of fires, and it devastates people. — Dario Sibrian

Si. No manejar de noche. Hay muchos Ciegos manejando de noche los de los carros y los de las bicicletas también. Mejor no salgas de noche. Ese es el derecho. **Translation:** Yes. You shouldn't drive at night. There are many people with low vision when driving and riding bicycles at night. It's safer to avoid going out at night. It's your right. — Salvador Contreras

Usar reflejantes te salva la vida. **Translation:** Using reflectors saves your life. — Armando Granados

Air Quality

Facebook –

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



Doing my share for cleaner air. 🍌 — Travis Tee



EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over autocentric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. EVs still cause avoidable deaths & permanent injuries to humans by the thousands and thousands, not to mention animals. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle-down economic austerity disenfranchisement & a lot of marginalization (e.g. Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. National Transcontinental High Speed Rail should integrate seamlessly w/commuter rail networks

so it can function as one cohesive system & this will convert flyover country back into a thriving heartland which will reduce clustering on the coasts. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of added lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. — Cory Pinckard

Hit the laugh emoji button all you want Cylena, you have no argument. The carcentric wasteland we've been forced into kills thousands and thousands of Americans as it cripples even more permanently and it's completely avoidable. — Cory Pinckard

Cory Pinckard Say what you will but you're just making me want to joyride. — Travis Tee



Travis Tee then you're a slow learner. It's also not an all or nothing proposition, in fact, adequate commuter rail is the most effective method for decongesting roads. No one's trying to take away cars, just the forced need for them. — Cory Pinckard

2. Te invitamos a participar en el Día de Acción por un Aire Limpio haciendo una acción que contribuya a mejorar el aire. **Translation:** We invite you to participate in the Day of Action for Clean Air by doing an action that contributes to improving the air. airnorthtexas.org — NCTCOG Transportation Department



— Cristina Ramirez

Si, amén. **Translation:** Yes, amen. — Ma Isabel Yañez

Promueven la plantación de árboles es lo mejor debería ser una se adquiere casa propia o solar o un terreno dos o tres árboles por lo menos es lo mejor que puede purificar el aire.

Translation: Promoting tree planting is the best thing for you to do. When purchasing a home or lot of land, planting at least two or three trees is the best way to purify the air. — Guadalupe Pizana

¡K Dios bendiga este día de acción del aire no simplemente este día sino todos los días! En el precioso nombre de cristo Jesús Señor nuestro. **Translation:** May God bless this air action day not just this day but every day! In the precious name of Christ Jesus our Lord. — Anita Miranda

🙌🏻👍🏻 — Maria Turrubiates

4. Te invitamos a participar en el Día de Acción por un Aire Limpio haciendo una acción que contribuya a mejorar el aire. **Translation:** We invite you to participate in the Day of Action for Clean Air by doing an action that contributes to improving the air. airnorthtexas.org — NCTCOG Transportation Department



Okay, Queremos respirar juntos un aire limpio y libre de humo, de gases tóxicos, pero como si las personas con mucho dinero 🙌 son los que cambian Nuestro Oxígeno, y lo contaminan con gases tóxicos, aquí en Texas, esas Refinerías que sacan aceite de debajo de la tierra 🌍, Nuestro Aire, huele mal a gas, hay muchos gases tóxicos en el aire, deberían de hacer algo con estas plantas petroleras que contaminan el aire y contaminan la tierra, y son muchas, no solo es una. **Translation:** Okay, all of us here want to breathe clean air that is free of smoke and toxic gases, but it seems like the wealthy people are the ones changing our oxygen and polluting it with toxic gases here in Texas, with those refineries that extract oil from deep underground. Our air smells bad, like gas. There are many toxic gases in the air. They should do something about these petroleum plants that pollute the air and contaminate the land. There are many of them, not just one. — Rosie Hernandez

5. Ozone Action Day – Ozone in the DFW area Saturday, May 31, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with a lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. Current ozone information: <https://bit.ly/3nnYsoh>. Consider a clean air choice: <https://bit.ly/3LO3UKs> — NCTCOG Transportation Department



"Unhealthy for sensitive groups" = unhealthy for everybody. — Mark Metcalf

X.com (Formerly Twitter)

1. It's Clean Air Action Day in DFW today! Share what you'll be doing whether it's working remotely, carpooling, riding your bike or using energy efficient items at home:

<https://airnorthtexas.org/take-action/cleanairactionday...> and be sure to tag @NCTCOGtrans or use #CAAD2025 to share your participation! — Clay Lewis Jenkins



Clean Air Day? Teach your interns to learn history. They didn't even tweet about D-Day. You continue to show that you really don't care about residents or history. #DoBetter — DallasCountyTx. (@Mookiegarza)

Mowing my lawn multiple times. Cranking the AC down to 64. Driving everywhere. — Cynic1234 (@cdsheetr)

I'm definitely teaching an armadillo to skateboard, that'll help. — optigrabsales (@optigrabsales)

Republicans don't care about clean air or clean drinking water etc. They don't care about children or their future.... — TJ Hill (@TJHILLnD)



It's now up to states to decide how to handle clean water and air... Not the federal govt. That puts it more in the citizens' hands than bureaucrats. But I know you're totally dependent on govt agencies taking care of you. — DallasCountyTx. (@Mookiegarza)

High-Speed Transportation

X.com (Formerly Twitter) –

1. I think there's more ballgame to play out before we call the Heartland Flyer doomed. Glad to see @NCTCOGtrans taking an active role on this. <https://t.co/BryERHNAd2> – RAIL Magazine



About Us

LinkedIn –

1. We're excited to welcome Ellis County Judge Todd Little as he steps into his role as NCTCOG's new executive director. Appointed by the Executive Board, Judge Little succeeds Mike Eastland, who is retiring after over 30 years of service. Judge Little brings years of experience in public service and has held positions on our Executive and Workforce Development boards. We look forward to this new chapter under his leadership! Read more: <https://lnkd.in/g/pE7TY3> – NCTCOG Transportation



Congrats! 🎉 – Roger Jeffries

Congrats! – David Dryden



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

JULY 14 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

Mobility 2050, the region's long-range Metropolitan Transportation Plan (MTP), was recently adopted by the Regional Transportation Council. The plan guides transportation investments and addresses regional needs through 2050. Staff will share key highlights and what comes next. For more information, visit: www.nctcog.org/PlanInProgress.

PUBLIC PARTICIPATION PLAN UPDATE

The Public Participation Plan (PPP) outlines the principles, goals and strategies for involving North Texans in the transportation and air quality planning process, including procedures for documenting public comments. Staff will present proposed revisions to the PPP that reflect new legislative requirements as well as the increasing role of innovative technologies in the public participation process.

REGIONAL 10-YEAR PLAN UPDATE

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2026 to FY2035 will be presented for review and comment.

2026-2028 DISADVANTAGED BUSINESS ENTERPRISE GOALS

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.

NORTH TEXAS ELECTRIC VEHICLE INFRASTRUCTURE CALL FOR PROJECTS

In January 2024, NCTCOG was awarded \$15 million in federal funds from the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Community Program to deploy electric vehicle (EV) charging stations on public sector property in the Dallas-Fort Worth region. Staff will provide an update on the project and information on an upcoming Call for Projects for public agencies to submit potential charging station locations for funding consideration.

RESOURCES + INFORMATION

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

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

Try Parking It: www.TryParkingIt.com

511DFW: 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 at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogJuly25 or participate via phone by dialing 855-925-2801 then code 11574.

@nctcogtrans

CITY OF ADDISON

COTTON BELT TRAIL ADVANCES WITH COUNCIL APPROVAL OF PHASE 3 SUPPORT

By City of Addison

June 2, 2025

At the May 27 meeting, the City Council approved a Resolution of Support for Phase 3 of the Cotton Belt Trail, which runs adjacent to DART's Silver Line, marking a significant step toward completing Addison's portion of this regional trail corridor. The Cotton Belt Trail is part of the North Texas Regional Veloweb, an ambitious 2,165-mile network of shared-use paths connecting communities from Plano to Fort Worth.

Phase 3 covers the final segment in Addison, stretching from Marsh Lane to Surveyor Boulevard. If funding is secured through TxDOT's Transportation Alternatives Set-Aside Program, construction of this phase will be fully covered with no cost to the Town. The trail will ultimately provide a continuous path linking Addison to key destinations, including DFW Airport, downtown Carrollton, the future Addison Silver Line Station, and beyond.

Thanks to strong regional collaboration with Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG), and Dallas County, Addison's trail design is now fully funded. The Town will assume maintenance responsibilities once construction is complete in mid to late 2026, with a license agreement to be considered at a future Council meeting.

NORTH TEXAS OFFICIALS TO PRESENT UPDATED PLAN ON IMPROVING AIR QUALITY. HERE'S WHAT TO KNOW

By Nicole Lopez / Fort Worth Report
June 2, 2025

North Texas planning officials are requesting the public's feedback on a [regional air quality improvement plan](#) as they prepare to present the latest Dallas-Fort Worth air pollution data at two meetings scheduled in June.

The North Central Texas Council of Governments will meet June 5 where planning officials will discuss projects addressing regional transportation and air quality.

One of those presentations will include an update on the council of governments' Dallas-Fort Worth Air Quality Improvement Plan. Since 2023, the council of governments has been drafting the document, made up of short-term plans to reduce greenhouse gas emissions in North Texas.

The council of governments was awarded a \$1 million grant from the Environmental Protection Agency's Climate Pollution Reduction Grants program in 2022 to develop the plan. In spring 2024, the Dallas-Fort Worth agency submitted the plan to the EPA, requesting a \$199 million federal grant from the \$4.6 billion in the Inflation Reduction Act.

Out of the 218 applicants, the city of Austin was the only entity in Texas to receive a portion of the funding.

The \$199 million would have funded 19 of the 44 proposals outlined in the North Texas air quality improvement plan, which included sectors in transportation, energy, waste management, green spaces and water, according to the Report's previous coverage.

The Dallas-Fort Worth region is under the federal limits for some major air pollutants such as carbon monoxide and nitrogen dioxide. However, the region has failed to keep ozone at or below the [national standard of 70 parts per billion](#) in recent years.

Ozone is a gas formed in the atmosphere and can be harmful to those with respiratory problems. The gas is generated from several sources, but vehicle emissions, construction equipment, locomotives and aircraft make up about 60% of ozone emissions, according to the council of governments.

The region has until 2027 to bring ozone levels to 75 parts per billion or under. If the region is in violation of air quality standards, polluters or major sources of volatile organic compounds and nitrogen oxides could face annual fines of \$45 million through the Clean Air Act.

In a June 10 meeting, the council of governments will convene to inform the public and industry groups on whether the Dallas-Fort Worth area is in compliance with national air quality laws.

During the meeting, air quality planners will also discuss proposed revisions in the Texas Commission on Environmental Quality's ordinance on issuing air quality fines.

The meetings come as the public and North Texas officials cite concerns about how rapid [population growth](#) affects [air quality](#) and other environmental issues.

The public can sign up and submit public comments on the air quality improvement plan until July 4 [online](#). More information on the June 10 meeting can be found [online](#).

This story was originally published by the [Fort Worth Report](#). You may read the original version [here](#).

MORE OPTIONS IN PLACE TO FINANCE SUSTAINABLE BUILDINGS

Program aims to simplify process and bring regional consistency

By Noor Adatia

June 3, 2025

North Texas real estate developers may soon have an easier time financing sustainable projects, thanks to a new partnership between local governments and a private company.

A regional program is in the works to streamline access to long-term, fixed-rate funding for energy-efficient improvements and water-saving upgrades.

The North Texas Council of Governments announced May 27 it has selected Frisco-based Lone Star PACE and Austin-based Texas PACE Authority as administrators for its newly launched Commercial Property Assessed Clean Energy program. The C-PACE program, enacted in 2013 by the Texas Legislature, allows developers to fund energy efficiency, water conservation and renewable energy improvements without using upfront capital. Instead, they pay for the improvements over time as a special assessment on property taxes.

The funding can be applied before, during or [after build-out of a project](#).

The partnership comes at a time when political and market forces have aligned against developers who seek to embrace and finance environmentally conscious projects. [New policies have hampered progress on some clean energy programs nationwide](#), and on-again-off-again tariffs are raising costs, disrupting global supply chains and making it harder for developers to plan and follow through with sustainable projects.

Lee McCormick, Lone Star PACE president, said the C-PACE program can provide a financing tool to help fill the void left by policy changes — especially since it's a state program not affected by decisions in Washington D.C.

"As some of these other sustainability programs are getting defunded or deprioritized, PACE is there as an option for those types of projects," he said.

PACE funding is unique in that it provides fixed, long-term financing based on an assessment of the building, as opposed to a guarantee from the developer, McCormick said.

"Because of that high level of security, lenders are willing to loan out for a long period of time that aligns with the useful life of the assets at a very competitive interest rate," he said. "The whole goal of PACE financing is to allow those property owners to align the cost of higher efficiency improvements with savings from those improvements."

McCormick explained that prior to PACE, funding for such infrastructure upgrades had to be paid up front. The funding, which is paid for by private dollars, provides more incentive to property owners to opt for more sustainable features. Moreover, systems like HVAC, doors and windows last for more than 20 years, so long-term funding makes the most sense, he said.

McCormick added that the private capital ensures there is no burden on taxpayers. Such funders range from commercial banks to funds that focus on sustainability lending.

Additionally, because natural resources in the fast-growing North Texas region have been dwindling, this program also helps support their conversation.

Purpose of regional program

Although several counties and cities in North Texas already have C-PACE programs in place, the Council of Government's new initiative aims to simplify and make the process more cohesive. The COG serves 16 counties and 169 cities. It's up to each city and county whether it wants to opt into council's program.

"The cities and counties still have control over whether they participate or not, but with the COG program, they can have a little bit more consistency on what the program is," McCormick said. "It'll be one program versus city by city or county by county."

Susan Alvarez, environment and development director with the COG, said cities that already have C-PACE may also benefit from the additional public information being provided. The COG's program will even the playing fields for communities in the region, "particularly those who may not currently have the resources to offer such a program," she said.

Charlene Heydinger, president of Texas PACE Authority, said the COG's involvement brings uniformity, regional consistency and quality to the program. Heydinger has been involved for more than 10 years in bringing the program to the region, having first pitched this idea to the COG in 2013.

"From my perspective, I am thrilled — this is full circle," she said. "We're coming back to regional uniformity and regional best practices."

Heydinger noted the program is a financing mechanism that local governments in Texas aren't necessarily used to doing. This makes a uniform guide of best technical standards and underwriting standards to navigate C-PACE even more important.

"We want to make sure that because there is no state oversight, we don't want each local government floundering," Heydinger said. "We want to make sure that these deals are going to be done well and deliver true, actual savings that property owners ... can count on."

Changes in C-PACE

McCormick added a major hurdle for the funding program remains a lack of education. When the program first launched, hotels and apartments took the most advantage of C-PACE because of these projects' reliance on water and electricity. Hall Arts Hotel in Dallas' Design District recently took advantage of the program, securing [\\$27 million in retroactive C-PACE financing](#) to recapitalize previously installed energy- and water-saving upgrades, including improvements to the building's electrical, lighting and plumbing systems.

But this has been changing, with about 80% of people in conferences and meetings now saying they have a basic understanding of the program. Since the end of the pandemic, a greater variety of projects, including industrial, have started to benefit from C-PACE.

"It's definitely changing very quickly," he said. "I think the word is getting out that PACE is out there."

C-PACE now allows financing at a loan-to-value ratio of up to 35% — [up from a previous 25% cap](#) — if certain efficiency qualifications are met.

"People tend to think that PACE is going to be solar panels or wind turbines, renewable energy," McCormick said. "Even just taking a building and taking the basic infrastructure in that building and improving its efficiency 5% or 10% has a huge impact over the life of those assets."

Getting this regional program up and running won't happen overnight. McCormick said he is hopeful the program will kick off within the next six to eight weeks. Some of the work ahead includes getting members on board and compiling a cohesive program guide.

NORTH TEXAS OFFICIALS TO PRESENT UPDATED PLAN ON IMPROVING AIR QUALITY. HERE'S WHAT TO KNOW

By Nicole Lopez

June 2, 2025



According to 2020 data from the North Central Texas Council of Governments, 67% of nitrogen oxide emissions come from transportation. (Izzy Acheson | Fort Worth Report)

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OPINION: DOT DEI EDICT WILL AFFECT DALLAS PROJECTS

Transportation Secretary Sean Duffy isn't playing

By Dallas Cothrum

May 31, 2025

When the federal government bigfoots you, they do it with authority. There's no ambiguity. It's a stern warning with an immediate timeline and significant consequences.

On April 24, U.S. Secretary of Transportation Sean P. Duffy sent out a four-page missive laying down the law — the federal law — about DEI and transportation projects.

“As recipients of such DOT funds,” Duffy warned municipalities and transportation agencies, “you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations.” Noncompliance with applicable federal rules, including new anti-DEI measures, could lead to “enforcement action” the missive warned, possibly jeopardizing federal funding.

The letter also warns about interfering in immigration — a clear shot at sanctuary cities.

Duffy's letter makes abundantly clear what the new federal policy is on diversity programs: They are at an end. This is going to have profound consequences for large-scale transportation projects that rely on federal assistance: airports, rail projects, roads, bridges and the like. I'm particularly interested in how this may impact the North Central Texas Council of Governments, DFW International Airport and Love Field.

It's not surprising that the Trump administration is following through on its promise to end diversity and inclusion initiatives. When a president cannot run for another term, it allows an administration to act aggressively without worrying about reelection. And you can be sure they are not worried about the future or, surprisingly in terms of the typical arc of U.S. history, the long-term health of the Republican party.

The rules of the game have changed dramatically. In fact, it's a totally different game. Duffy reminded, “The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race.”

It is reasonable to assume that the administration's interpretation will pertain to Community Development Block Grants and arts funding that affect municipalities. Cities should be thinking holistically about what this will do to their budgeting. Now might be the time for saving, not significant borrowing or launching new projects.

Large cities and other governmental entities have favored minority- and women-owned businesses, giving them greater opportunity even when they are not the lowest bidder. How they unwind these programs with existing contracts in place will be interesting.

Already over the last few years, we've seen the state Legislature reduce the rights of municipalities, often for good reason. For many years, Dallas has operated like it's not part of Texas, emboldened by apathetic residents and a small army of city attorneys ready to rumble.

That approach won't work now. The long, strong arm of the federal government is at the doorstep.

Even more concerning, Dallas will have to comply quickly. There's no grace period in Duffy's decree, no time for the back-and-forth that the city likes to do with the state. This is the parent letting you know there's a curfew and when you don't follow the rules there will be no allowance.

I expect Mayor Eric Johnson will want to take an active role in compliance with this edict to show off his Republican credentials. But can the city's missing mayor stay past his 3 p.m. nap time, when he typically leaves City Council meetings, and provide some leadership? Time will tell.

I have mixed feelings about this measure. On one hand, my firm has routinely been unable to gain work on projects because it's had the obstacle of being founded, owned and operated by white males. Lacking the Minority and Women-Owned Business Enterprise certification has inhibited my company's ability to grow. In other instances, we've had to outsource work to minority business partners that we are perfectly capable of doing.

On the other hand, I'm concerned because while local government is closest to the people and has the most impact on their lives, it's the federal government making these decisions. Maybe this is what people get for not voting in any other than presidential elections. They get a centralized approach.

The big foot of the federal government has moved quickly, and it will affect large government projects across the region. Cities would be wise to listen to the secretary's suggestion, "Proactive engagement is strongly advised to prevent inadvertent noncompliance."

Marilla Street may not like these policies, but the time for debate is over. The feds aren't messing around.

COMMERCIAL REAL ESTATE IN NORTH TEXAS GETS SUSTAINABILITY BOOST THROUGH EXPANDED INITIATIVE

By Noor Adatia

June 3, 2025



Hall Arts Hotel recently secured \$27 million in retroactive financing from C-PACE, which helps building owners and developers pay for sustainability features.

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Purpose of a regional program

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HEARTLAND FLYERS SERVICE IN JEOPARDY AFTER TEXAS FAILS TO PROVIDE FUNDING

By Staff

June 4, 2025



The Heartland Flyer prepares to leave Oklahoma City on July 20, 2023. The train's future is uncertain after the Texas legislature failed to provide funding for the next two years. Bob Johnston

Texas lawmakers did not include funding for Amtrak's Heartland Flyer in a budget bill passed last week, placing the future of the train between Fort Worth and Oklahoma City in jeopardy after a year that saw a 11% increase in ridership.

The Texas Department of Transportation had sought \$3.53 million for the train for each of the next two years, to address the yearly operating costs shared with Oklahoma and for equipment replacement. [See ["Texas funding for Heartland Flyer ...,"](#) *Trains News Wire*, April 16, 2025]. Instead, no funding was included in a \$338 billion budget bill passed Saturday (May 31) by the legislature last week, just prior to its adjournment. Because the legislature only meets every other year, the state budget — and the hole in funding for the train — covers two years.

The bill is awaiting the signature of Gov. Greg Abbott, [WFAA-TV reports](#).

In a June 5 [press release](#), Amtrak said the train faces suspension "no later than Oct. 1" unless Texas provides its share of funding, with Amtrak President Roger Harris saying "sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long-term mobility in the region."

The group [Texas Rail Advocates reports](#) discussions are in progress at the state, regional, and local level to find other means to fund the service. One possible source of help: the North Central Texas Council of Governments, which was prepared to offer \$700,000 to cover a budget shortfall for the train in 2023, and had authorized spending up to \$100,000 to maintain service in 2024. Those funds were not needed in either case.

Tommy Moore, mayor of Gainesville, Texas, a stop on the Flyer route, said losing the train “will be a major setback for mobility, our environment, and our economy. ... I’ll keep fighting to make sure this critical service stays in place for years to come.”

The train carried 80,371 passengers in fiscal 2024, [according to Amtrak figures](#), up 11% over 2023. Its potential loss could be felt well beyond Texas. Not only are five of the train’s seven stops in Oklahoma, along with about half of its 206-mile route, but Kansas has been studying expansion of the train to connect with the Southwest Chief in Newton, Kan. Currently, bus service connects the two trains [see “[Heartland Flyer’s challenging connections ...](#),” News Wire, July 31, 2023].

Oklahoma City Mayor David Holt said that his city has “benefited from the *Heartland Flyer’s* contribution” to a vision of a comprehensive, connected transportation system. “We recognize that Texas benefits greatly from the visits of our residents via the *Flyer*,” Holt said, “and we also deeply appreciate the amenity and the connection to the entire Amtrak system.”

TRAIN CONNECTING NORTH TEXAS TO OKLAHOMA CITY FUNDING PULLED FROM TEXAS BUDGET. WHAT COMES NEXT?

By Rachel Snyder

June 3, 2025

Advocates say additional means of funding the only daily train connecting North Texas to Oklahoma City are being discussed after [funding for it wasn't included](#) in the \$338 billion budget Texas lawmakers approved.

Texas Rail Advocates have warned that the [Heartland Flyer](#), a 206-mile route connecting Fort Worth and Oklahoma City that's been in operation since 1999, faces discontinuance and could take its last ride this year after Texas lawmakers pulled annual funding for it from the budget. Texas' \$338 billion spending bill won final passage from lawmakers last week and was sent to the Texas Comptroller of Public Accounts to be certified before heading to Gov. Greg Abbott for review.

The news comes as ridership on the popular route has been on the rise, Texas Rail Advocates say. They previously said the route carried more than 80,000 passengers last year, and ridership increased nearly 14%.

"The looming discontinuance of the train would affect students travelling to universities in both states, leisure travel that brings passengers spending their tourist dollars in Fort Worth, passengers that connect with local, regional transit providers and the intercity Texas Eagle, residents of Gainesville that travel to the Fort Worth Medical District for treatment, and a myriad of other passengers that use the daily lifeline to connect to Gainesville and other smaller Oklahoma cities," Texas Rail Advocates said in a [post](#). "Other means of funding the Texas portion of the Heartland Flyer are now being discussed at the local, regional and state level."

The Heartland Flyer is operated by Amtrak and jointly funded by the Oklahoma Department of Transportation and the Texas Department of Transportation. Texas has historically provided about \$2.5 million annually in funding for it, which is less than half of the annual cost per year, according to Texas Rail Advocates.

"Ridership and revenue was on the upswing and the train generated almost \$24 million in economic activity against its yearly \$2.6 million normal allocation from the state of Texas," Texas Rail Advocates' statement continued.

An Oklahoma lawmaker filed legislation in May calling on Texas lawmakers to support funding for the Heartland Flyer in the state budget.

In February, the North Central Texas Council of Governments Regional Transportation Council (RTC) provided a \$100,000 funding boost to try to ensure the continued daily operation of the route through September, as [WFAA previously reported](#).

Amtrak declined to comment on the funding situation for the route at that time, and the RTC warned that Texas funding for it would need to increase to ensure the service continued long-term.

TRINITY METRO RETIRES MOLLY THE TROLLEY LINE. HERE'S WHAT RIDERS CAN EXPECT

By Fousia Abdullahi

June 4, 2025

Trinity Metro's [Molly The Trolley line](#) will be discontinued and replaced with a new Blue Line bus system starting June 8, shuttling locals and tourists around downtown Fort Worth businesses and attractions.

The Blue Line will offer daily service from 7 a.m. to 7 p.m., with buses running every seven minutes, instead of the Trolley's every 15-minute frequency.

The new buses feature artwork from Fort Worth artists like Amy Jenkins, who attended a June 4 event announcing the change. Both the exterior and interior of the bright blue buses feature artwork throughout, including the seats, which showcase custom upholstery highlighting Fort Worth landmarks.

This service is free through a partnership between Trinity Metro, Visit Fort Worth and Downtown Fort Worth Inc.

"We want the ride to be comfortable, convenient and fun, and so what we've done is we have premium seating with charging outlets at the seats," said Richard Andreski, President and CEO of Trinity Metro. "We have onboard Wi-Fi. We'll even have music playing in the background to serenade our riders."

Fort Worth Mayor Mattie Parker, Visit Fort Worth President Bob Jameson, Downtown Fort Worth President Andy Taft, Fort Worth city council member Elizabeth Beck, The Cliburn CEO Jaques Marquis and Sundance Square representative Zach Murphy spoke at the event and highlighted the importance of this partnership for Fort Worth.

"We hope people, when they come to Fort Worth, will skip the rental car line at DFW airport, take TEXRail to downtown and then ride our great [color-coded services](#)," Andreski said.

The Blue Line will join the Orange line that was launched in September 2024, and connects downtown Fort Worth and the Fort Worth Stockyards. [Trinity Metro](#) plans to continue to build a network that it says is easy to understand and very user friendly.

"Offering rides every seven minutes is very convenient and a great incentive for riders to hop on board," Jameson said in a press release. "The complimentary bus route supports a growing convention business in our downtown and is one more example of the welcome extended to our visitors."

Parker said the city of Fort Worth is also working alongside the North Central Texas Council of Governments to look at what regional transportation looks like.

"It was really abundantly clear to us we need to be better communicators about the future of transportation," Parker said. "I would really like us to see the expansion of that TEXRail line long term, getting us from downtown Fort Worth into the Medical District, which is increasingly more

important. We'll work with our federal partners on that piece as well. Richard and his team are looking at what the next line announcement looks like."

The city is also planning for future events, such as the 2026 FIFA World Cup, in Arlington, where nine games are scheduled for AT&T Stadium.

"We're really focused on a regional effort between Arlington, Dallas and the city of Fort Worth, the tremendous amount of tourism we're going to see here requires that type of coordination," Parker said. "Transportation and Public Safety are at the center of that work."

The expansion of the color-coded line is an ongoing effort to get people excited about tourism in the city, and also those that work and live in downtown.

"The blue line connects all of those people," Taft said. "The day trippers that come in, the tourists, the conventioners, the office workers, the people who live in Fort Worth, to patronize all of our restaurants, retail and entertainment. The blue line connects all of those together."

WHAT'S NEXT NOW THAT DART DODGED BILL TO SLASH FUNDS?

By Pablo Pena
June 4, 2025

The ongoing saga over funding cuts at Dallas Area Rapid Transit is at a turning point as local leaders and transportation officials regroup in the aftermath of a lengthy legislative fight.

House Bill 3187, which would have cut funding for DART by 25%, failed to pass a state committee deadline in May. The bill's author, state Rep. Matt Shaheen (R-Plano), did not respond to KERA's requests for comment. An identical bill in the Senate never made it out of committee.

Michael Morris, director for the Regional Transportation Council, said transit agencies including DART and member cities should be "equally dissatisfied" with the impact of HB3187, even if it failed to pass.

"Over the last 12 months we witnessed a full blaze, horrible tone, horrible conversations especially if you look at the history of our region on transportation over the last four decades," Morris said. "I've never witnessed anything like this."

Morris helped facilitate [mediation between DART and member cities](#) earlier this year as a last-ditch effort to keep legislation from being filed in Austin. Not much came of those talks once HB3187 got a hearing in the House Transportation committee.

Morris said since the legislation failed, he hasn't heard from DART or the cities.

"I don't know if people are afraid to call me because we have such an active role," Morris said, "but my thinking is, everyone is frustrated."

He added for now, near-term plans for the FIFA World Cup in 2026, which will require inter-city collaboration and DART resources, will go forward smoothly.

Plano's disappointment

Leaders at member cities like Carrollton, Irving and Plano have said that they're paying too much into DART and getting too little in return.

Mark Israelson, city manager for Plano, said his city is disappointed Shaheen's effort to "reform" DART stalled in the legislature.

"Our bottom line is accountability to our residents/taxpayers," Israelson told KERA in a written statement. "Plano pays over \$100 million to DART annually. We want to justify to our residents how those funds are being used."

The city also isn't ruling out pulling out of the agency, a drastic action that would require a city-wide vote.

"Plano City Council members will consider all options in the coming months," Israelson said.

He added he's hopeful that DART will address [the financial inequities](#) that were highlighted in a 2023 report by Ernst & Young.

In March the DART board approved a resolution to direct 5% of its tax collections into a General Mobility Program for eligible cities to use for transportation projects, though it will come at the cost of service reductions. Over the coming months, DART plans to hold public meetings over potential service changes that include cuts to bus routes and service reductions for GoLink and the TRE.

'The future of our transit agency'

Randall Bryant, who represents Dallas on the DART board, said those changes will all depend on public input.

"It will all come down to budgetary," he said. "There could be a potential world where none of those routes get cut or services get cut."

He added he's hopeful soon-to-come revised E&Y study will help show the true value of transit in all of DART's member cities, and that the Regional Transportation Council's recently completed Transit 2.0 study will shed light on where the region needs to go moving forward.

"I think that personally I am looking forward to all of our member cities to come to the table and work with DART on what we envision the future of our transit agency to look like and that will take all of our member cities to do so," Bryant said.

Regional transportation director Michael Morris said he plans to propose a process at the upcoming RTC meeting on June 12 that can hopefully lead to some action in the next legislative session "for the purpose of developing consensus."

"I'll ask for approval in July and request the regional transportation council to take a leadership position... from legislators to upset cities to transit authorities to RTC members and then prepare legislation for the 90th so we can get our region back together in a collegial fashion moving forward," Morris said.

FORT WORTH WANTS TO PICK UP 20 MILLION POUNDS OF LITTER IN 2025

By Nicole Lopez

June 4, 2025



Volunteers at the Cowtown Great American Cleanup pick up trash near a section of the Trinity River in March 2022. (Cristian ArguetaSoto | Fort Worth Report)

Fort Worth is halfway toward leaders' goal of collecting 20 million pounds of litter by the end of 2025.

Between city staff, contractors and volunteers, 9,528,795 pounds of litter were collected from October 2024 to March, according to a June 3 report presented to City Council members.

About 19.6 million pounds of litter were collected in 2024. The 20 million pounds of litter would be a 2% pickup increase from the amount of trash and debris collected last year.

Trash and litter collections are minimized during inclement weather conditions, so increased debris collections are anticipated through the remainder of 2025, the report says.

The 9.5 million pounds of trash collected in 2025 so far includes litter from 3,066 illegal dump sites and 1,106 illegal campsites, the data shows.

Through public collection events, staff kept 800 scrap tires from ultimately contributing to litter or illegal dumping.

Scrap tire collection events began in 2024 thanks to a [\\$3,000 grant awarded](#) to the environmental services department from the North Central Texas Council of Governments. The department received an additional \$3,000 in January to continue the collections events.

“It is a huge benefit ... and we’re looking to increase that dramatically,” Gwynne Turpen, environmental services department assistant director, told the Fort Worth Report in March.

The data also shows Fort Worth’s [street sweepers](#) have largely contributed to litter pickups. This comes after [Fort Worth leaders spent \\$3.5 million](#) on a new fleet of 10 street sweepers, in response to [resident concerns about litter](#) and the city’s effort to expand cleanups. The new street sweepers officially hit the roads running by September 2024. The trash-collecting vehicles gathered 2.3 million pounds of litter in 2025.



The city of Fort Worth expanded its litter abatement contract with UpSpire, an agency providing job opportunities to people experiencing homelessness or struggling with other barriers to employment. (Courtesy photo | Kirsten Ham)

The city’s litter pickup efforts also include an increased number of pickup crews. Up from three crews in 2022, Fort Worth officials deployed 13 crews to work five days a week [through a contract with UpSpire](#), an agency providing job opportunities to those experiencing homelessness or other barriers finding employment.

UpSpire crews also occasionally support the two groups city staff have assigned to clear up campsites, an issue the environmental services department is prioritizing, and assist in clearing the [green spaces along Fort Worth’s highways](#) as part of the city’s partnership with the Texas Department of Transportation.

Volunteer group Keep Fort Worth Beautiful and city leaders partner to host the annual Cowtown Great American Cleanup, employing volunteers to pick up litter and trash from the city's greatest areas of concern. On March 29, 84,813 pounds of litter were collected during the cleanup.

The volunteer group plays a large role in Fort Worth's "unified effort" to keep Cowtown clean, city spokesperson Lola McCartney told the Report in March.

"This takes everyone working together," said McCartney.

Aside from the annual cleanup event, Keep Fort Worth Beautiful hosts community cleanups year-round. The group plans to hold community-focused cleanups in Meadowbrook on June 14 and the Ash Crescent neighborhood on Sept. 13.

Another citywide cleanup event, the Neighborhood Litter Stomp, is set for Oct. 16. For more information on litter pickup events and how to report illegal littering, visit the [environmental services department website](#).

FULL STEAM AHEAD FOR TRINITY RAILWAY EXPRESS AFTER TEXAS FUNDING CUTS FAIL

By Eric Garcia

June 5, 2025

The [Trinity Railway Express](#) commuter train that links downtown Fort Worth and downtown Dallas will keep rolling along.

The popular train, launched in 1996, had been threatened by state legislation that sought a 25% decrease in transit funding, but [House Bill 3187](#) and [Senate Bill 1557](#) that targeted Dallas Area Rapid Transit failed during the Texas Legislature. The nearly identical bills would have reduced contributions from member cities by 25%.

“Continued funding for DART is a major win for our region,” said Anette Landeros, chief strategy officer for Trinity Metro. “As a joint owner and operator of Trinity Railway Express, Trinity Metro knows the importance of TRE’s service for commuters, day-trippers, visitors and event-goers who choose public transit as the easy and convenient option for traveling between Fort Worth and Dallas.”

TRE service [would have been eliminated if the legislation passed](#), officials previously told the Fort Worth Report.

Officials at Trinity Metro said they would have been unable to operate the service without financial contributions from DART, which jointly owns the line with the Fort Worth transit agency.

A 25% cut to DART would have resulted in a loss of \$7 billion over 20 years.

Richard Andreski, president and CEO of Trinity Metro, advocated for the TRE rail line at an April 24 House [Transportation Committee meeting](#) in Austin. The line has transported 50 million riders since its debut in 1996.

Its loss would have had “unintended consequences” for Fort Worth and Tarrant County commuters, he told the committee.

“TRE is how they are getting back and forth,” he said.

State Rep. Matt Shaheen, a Plano Republican who co-authored HB 3187, said he was concerned that DART’s financial structure hasn’t changed much in over 40 years, prompting six cities to overpay for services.

“DART has been overcharging their cities by massive amounts,” he previously said.

Nadine Lee, president and CEO of DART, said the legislation also could have affected the new \$2 billion, 26-mile [Silver Line](#) from Plano to Dallas Fort Worth International Airport.

Officials said the Silver Line will link up with Trinity Metro’s [TEXRail](#) line near the airport when that expansion line opens in late 2025 or early 2026. That link will connect Fort Worth-area riders with northern Dallas and Collin counties.

TEXRail, which runs from downtown Fort Worth to downtown Grapevine and DFW Airport, has seen a 90% increase in recent ridership, Andreski told attendees of the 21st annual Southwestern Rail Conference in April.

TRE is an essential transit option as Fort Worth becomes the [nation's 11th largest city](#), with a population of more than 1 million, said Michael Morris, transportation director of the North Central Texas Council of Governments.

“The latest U.S. Census data is further evidence of the need for a comprehensive transportation system that provides North Texans a choice of how to travel to work, school, medical appointments and important points of interest,” Morris said in an email to the Report. “Our roadway and transit systems need to complement each other, ensuring safety and efficiency improve as (the) population soars to more than 12 million residents in 2050.”

The Regional Transportation Council, a panel of 45 elected and appointed North Texas public officials, is conducting a strategic review of public transportation as part of the Transit 2.0 initiative, which began in 2024, Morris said.

“This initiative will help us reimagine the role public transportation should play in a metropolitan area home to 4 million more residents,” he said.

HEARTLAND FLYER FACES IMMINENT SUSPENSION WITHOUT FUNDING

By Amtrak
June 5, 2025

For more than 25 years, the *Heartland Flyer* has been a vital link between Dallas-Fort Worth and Oklahoma City along the I-35 corridor. Operated in partnership with the Texas Department of Transportation (TxDOT) and Oklahoma Department of Transportation (ODOT), the *Heartland Flyer* faces imminent service suspension no later than Oct. 1 unless Texas secures its share of funding.

“Reliable rail service provides a vital transportation option for residents and visitors alike, strengthening regional mobility, economic development, and tourism,” said Amtrak President [Roger Harris](#). “With service that supports Texas’ continued economic growth and the region’s connectivity, sustaining the *Heartland Flyer* is essential to maintaining momentum and ensuring long term mobility in the region.”

Serving over 80,000 customers in FY24 and reaching \$2.2 million in ticket revenue, the *Heartland Flyer* alleviates congestion on one of Texas’ busiest highways and supports workforce mobility and job access – key pillars of Texas’ \$97.5 billion travel industry. In Fort Worth alone, the \$3.5 billion tourism economy benefits significantly from continued rail service. Amtrak is also investing over \$63 million in ADA station improvements at 16 stations in Texas, further bolstering the state’s passenger rail network.

- **Vital Connection:** The *Heartland Flyer* links communities across Texas, Oklahoma, and beyond, connecting to the *Texas Eagle* between Chicago, Fort Worth, and San Antonio, with further connections on the *Sunset Limited* for travel between San Antonio, El Paso, and Los Angeles. Ending this service would sever a well-established transportation network.
- **Vision for the Future:** Its potential reaches even further with ongoing efforts by the Kansas Department of Transportation, ODOT, and the Northern Flyer Alliance to extend the *Heartland Flyer* north to Newton, Kansas – creating a seamless link to the *Southwest Chief* between Chicago and Los Angeles.
- **Economic Impact:** The *Heartland Flyer* generates \$5.3 million in direct economic benefits and an estimated \$23.7 million in overall economic activity. The service also supports jobs that are at risk if funding is not restored.
- **World Cup Readiness:** With the Dallas-Fort Worth region set to host more 2026 World Cup matches than any other U.S. city, maintaining *Heartland Flyer* service will be vital for transporting fans and visitors from Oklahoma and beyond. Ending this service would weaken regional connectivity and hinder Texas’ ability to deliver a world-class experience.

TxDOT requested \$7.05 million this year to support the *Heartland Flyer* for two years which was not approved in the legislative budget cycle. Amtrak will continue to work closely with state and

local partners to address the funding challenge and will provide a specific suspension date at a later time.

About Section 209:

State Supported trains are those operating on short corridor routes (≤ 750 miles), mostly over host freight railroad tracks, connecting communities within one or multiple regions. Amtrak operates these routes per contracts with sponsoring partners (typically state agencies).

As a State Supported route, the *Heartland Flyer* is operated in partnership with TxDOT and ODOT. Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those 750 miles or less in length) be State Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

Amtrak operates 30 State Supported routes in partnership with 21 agencies representing 18 states. Federal law ("Sec. 209") requires the use of a standardized methodology, maintained by the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), to fairly allocate route costs between Amtrak and these partners.

Supporting Quotes:

Fort Worth Mayor Mattie Parker:

"The *Heartland Flyer* is key to ensuring Fort Worth's continued success as a global destination and is central to the city's tourism industry, business community, and thriving economy. Fort Worth is the busiest Amtrak station in Texas – generating millions in economic impact annually – and as people continue to move to our region, travel reliability, mobility choices, and connectivity will be key to our competitiveness."

Gainesville Mayor Tommy Moore:

"This is more than just trains and tracks. The *Heartland Flyer* supports nearly \$20 million in annual economic activity and almost 30 full-time jobs. It provides a vital transportation option for Texans and Oklahomans alike – and losing it will be a major setback for mobility, our environment, and our economy. By working together, I believe we can find a solution that keeps the *Heartland Flyer* on track. I'll keep the public informed every step of the way, and I'll keep fighting to make sure this critical service stays in place for years to come."

Oklahoma City Mayor David Holt:

"Oklahoma City has long been committed to a comprehensive, connected transportation system, and we have benefited from the *Heartland Flyer's* contribution to that vision. We recognize that Texas benefits greatly from the visits of our residents via the *Flyer*, and we also deeply appreciate the amenity and the connection to the entire Amtrak system. The *Heartland Flyer* is a vital link that supports economic opportunity throughout our region."

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“This initiative will help us reimagine the role public transportation should play in a metropolitan area home to 4 million more residents,” he said.

ARANSAS COUNTY NAVIGATION DISTRICT APPROVES CONSULTING SERVICE

By Walter Perry
June 7, 2025

The Aransas County Navigation District (ACND) at their regular meeting on June 2, approved an interlocal agreement for disaster recovery services with CSRS, a consulting firm, aiming to streamline post-disaster recovery efforts and ensure federal reimbursement.

Donald Brinkman of CSRS, headquartered in Baton Rouge, Louisiana, presented the proposal. He underscored the complexities of dealing with FEMA after hurricanes, referring to the "pains, the trials and tribulations of dealing with FEMA post hurricane post disaster".

CSRS was selected through a procurement process by the North Central Texas Council of Governments (NCTCOG), which covers various federally related services, including grant writing and administration under 2CFR 200 federal terms and conditions.

This agreement allows the ACND to access CSRS's services on standby, functioning like an "insurance policy". Notably, consulting fees associated with disaster recovery in the FEMA world are 100% reimbursable, along with project management fees.

Harbormaster Keith Barrett highlighted the district's prior challenges during Hurricane Harvey, noting the lack of preloaded disaster recovery disciplines and the lengthy, difficult procurement process that took two to three months when infrastructure was down.

This new agreement comes at no cost to the ACND unless their services are needed, providing crucial readiness for future disasters.

CSRS has a strong track record in Texas, working with entities such as the Port of Palacios, Port of Victoria, West Calhoun Port Authority, and Port of Harlingen, where they hold pre-position disaster recovery contracts similar to the one proposed for ACND.

They successfully wrote a Maritime Administration grant for the Port of Palacios, securing \$10 million. Additionally, CSRS remains engaged with the City of Palacios for FEMA public assistance related to more significant damages they sustained. The firm assists with damage assessments, engages directly with FEMA, and can help with the procurement of architects and engineers for design and writing statements of work.

CSRS has administered over \$13 billion in grant administration on disaster recovery projects, with experience dating back to Hurricane Katrina

DFW AIR QUALITY PLANNERS OUTLINE PROJECTS TO REDUCE AIR POLLUTION FROM TRANSPORTATION THROUGH 2050

By Nicole Lopez / Fort Worth Report
June 6, 2025



Irlenia Hermosillo, middle, air quality planner with the North Central Texas Council of Governments, presents during a public meeting on June 5, 2025, at the agency's Arlington office. (Mary Abby Goss | Fort Worth Report)

North Texas air quality planners are updating the region's long-term air quality improvement plan to largely focus on reducing transportation emissions.

Since 2023, air quality planners with the North Central Texas Council of Governments have been drafting the Dallas-Fort Worth Air Quality Improvement Plan. The document outlines measures to improve air quality in North Texas across several sectors, including transportation, energy, water, waste management, agriculture, forestry and open space.

The plan is broken up into two parts:

- The Priority Climate Action Plan is a short-term planning guide to improve air quality through 2030.
- The Comprehensive Climate Action Plan projects emissions and targets sources of air pollution to improve air quality through 2050.

In a June 5 meeting, council of governments air quality planners Savana Nance and Irlenia Hermosillo said the agency is working to add more measures to the Comprehensive Climate Action Plan to focus on emissions generated through transportation.

The measures include reduced idling, improving traffic flow, reducing congestion, mitigating airplane emissions and using low emissions vehicles.

The agency's air quality planners are working with other departments within the council of governments to ensure those new measures align with other regional projects, including the Unified Planning Work Program for Regional Transportation. The document summarizes the amount of funding available to go toward transportation and air quality activities planned by the region's municipalities or agencies.



Fort Worth's skyline, as seen from Arlington's landfill in April 2022. Air quality in North Texas has improved since the 1990s, but that improvement has plateaued in recent years. (Cristian ArguetaSoto | Fort Worth Report)

So far, the work program names 47 recommended projects, including those submitted by Trinity Metro and Dallas Fort Worth International Airport.

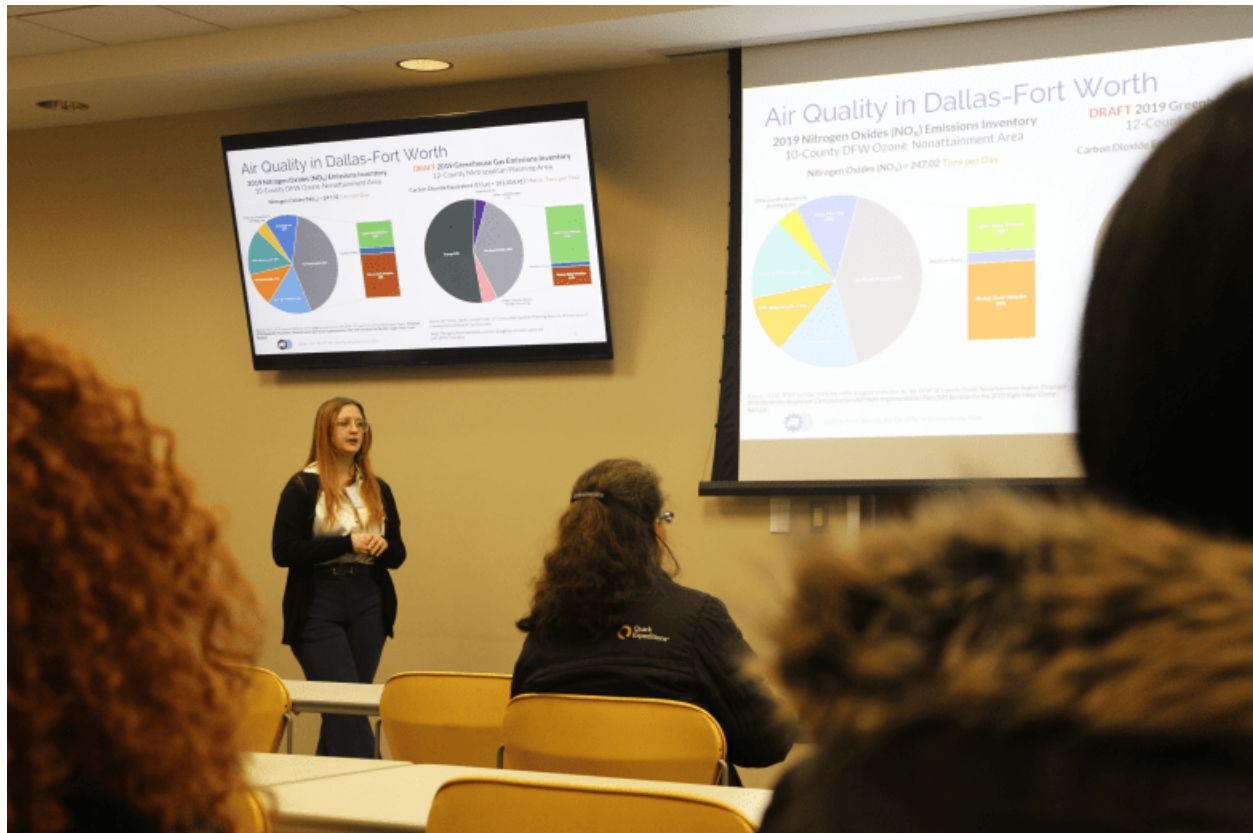
The second portion of the air quality improvement plan will include projects or initiatives to install more street lighting, add more sidewalks and bike routes, improve rail crossings and make public transit more accessible and convenient.

Transportation and vehicles produced the most greenhouse gas emissions out of any other source, making up 41% of emissions in 2022, according to data from the council of governments.

Through 30 public meetings and a survey, Dallas-Fort Worth officials and residents ranked lack of public transportation as one of their biggest concerns in North Texas. Climate change and local air quality were among their top concerns, too.

“This reinforced our decision to make sure that the (air quality improvement plan) was comprehensive and addresses criteria pollutants and (greenhouse gases),” said Hermosillo.

The development of the air quality improvement plan has been largely supported by a \$1 million grant the council of governments received from the Environmental Protection Agency’s Climate Pollution Reduction Grants program in 2022.



Savana Nance, a senior air quality planner for the North Central Texas Council of Governments, speaks to Fort Worth residents during a Jan. 18, 2024, open house about the Dallas-Fort Worth air quality improvement plan. (Haley Samsel | Fort Worth Report)

In spring 2024, the council of governments sought a [\\$199 million federal grant](#) from the \$4.6 billion awarded through the EPA’s Inflation Reduction Act. The only entity in Texas chosen to receive a portion of the funding was the city of Austin.

The \$199 million [would have funded 19 of the 44 initiatives](#) and projects outlined in the air quality improvement plan.

One of the primary reasons that led the council of governments to participate in the EPA’s Climate Pollution Reduction Grants program is due to 10 North Texas counties currently failing to meet federal air quality standards, said Hermosillo.

While the region is within attainment for air pollutants such as carbon monoxide and nitrogen dioxide, the Dallas-Fort Worth area has [exceeded federal ground-level ozone limits](#) as far back as the 90s.

The region has until 2027 to bring ozone levels to 70 parts per billion or under. If the region is in violation of air quality standards, polluters or major sources of volatile organic compounds and nitrogen oxides could face annual fines of \$45 million under the [EPA's Clean Air Act](#), according to the Texas Commission on Environmental Quality.

The area could also be in violation of federal caps on particulate matter but air quality planners have not yet identified a designation due to pending standards on the air pollutant, said Hermosillo.

[Ground-level ozone](#) forms when nitrogen oxides and volatile organic compounds are released in the air and mix in sunlight. These emissions largely stem from several sources, such as vehicles, construction equipment, locomotives and aircraft, according to the council of governments.

[Particulate matter](#) consists of microscopic solids or liquid droplets that can be inhaled and lead to serious health problems, according to the EPA. Particulate matter is often generated from construction sites, unpaved roads, fields, smokestacks or fires.

Both ozone and particulate matter can lead to serious health problems, particularly respiratory conditions.

While the air quality plan continues to undergo drafting, the council of governments has prioritized short-term projects to cut both greenhouse gas emissions and other air pollutants in North Texas, said Hermosillo.

The council of governments will host meetings throughout the summer where the public is invited to provide feedback and comments on the transportation initiatives, according to Hermosillo.

To continue to receive funding through the EPA's Climate Pollution Reduction Grants program, the air quality plan needs to be finalized and submitted by Dec. 1.

More information on the plan can be found at the North Central Texas Council of Governments [website](#).

HIGH-SPEED RAIL COULD DRIVE BILLIONS TO DALLAS. WILL IT HAPPEN?

By Amber Gaudet and Devyani Chhetri
June 7, 2025

Shades of hope and doubt swirled around Dallas City Hall this week when city officials unveiled [a study](#) that fortified the long-discussed high-speed rail project as a billion-dollar economic engine for the Dallas-Fort Worth area.

The report, commissioned by the Dallas City Council last year, estimates the Dallas-to-Houston bullet train would bring an average annual gain in gross domestic product of \$5 billion and more than 28,000 new jobs to the region from 2029 to 2050. More than \$3.5 billion — and 20,000 jobs — would be concentrated in Dallas, with increased economic output and personal incomes also seeing gains.

The estimates are based on an assumed 4.3 million annual riders.

But Dallas leaders have expressed doubt the region would realize the purported benefits after the U.S. Department of Transportation [terminated a \\$63.9 million grant for the project](#), which is led by private entity Texas Central. The DOT, under President Donald Trump's administration, cited ballooning project costs as a risk for taxpayers.

Kleinheinz Capital Partners, the private backer behind the project, sees Amtrak's removal and the change in funding as positives.

"Kleinheinz Capital Partners is proud to be the private sector sponsor for the project and the Department of Transportation's decision to remove Amtrak creates a viable path forward by eliminating barriers that were bogging down the project which was greenlit during the first Trump Administration," the company said in a statement to *The Dallas Morning News*.

Kleinheinz agrees with the Trump administration that the project should be privately funded, but the private investor's outlook is likely to face more skepticism. Major infrastructure projects are often funded through a mix of public and private dollars.

"If that happens, it would be a first in world history that a transit system was fully supported just on private funding," council member Paul Ridley said during an economic development committee meeting Monday.

Texas Central announced plans more than a decade ago for a rail line to shuttle passengers from Dallas to Houston in about 90 minutes, compared to the 3 ½-hour car trip on Interstate 45. Texas Central planned to model the bullet train after partner Japan Central Railways' Shinkansen system.

The project has faced many [delays and leadership changes since](#), and uncertainty about the final costs remains. Company representatives confirmed during a legislative hearing last month that Texas Central bought out its top Japanese investor in the project in January and the rail line is now backed by Texas investor John Kleinheinz.

The North Texas region is expected to grow from 8 million residents to 12 million by 2050. The North Central Texas Council of Governments has released several reports that highlight the region does not have the infrastructure to support that type of growth.

“We’re not going to be able to build enough highway or roadway to accommodate this massive growth that’s coming,” council member Omar Narvaez said.

The bullet train’s estimated benefits extend beyond direct job and revenue creation, according to the report by the Boston Consulting Group. Less roadway congestion, lower transportation costs and reduced emissions would also be net positives to the region.

Council member Gay Donnell Willis said though there’s not much city officials could do at the moment to move the project forward, it was important that they didn’t take it off their radar.

“It’s a long game, and administration priorities can change,” Willis said. “We have to keep the ember alive so we don’t have to start cold whenever the opportunity arises.”

A mix of NorthPark and Grand Central Station

High-speed rail was also envisioned as an ingredient to revitalize and spur development in the southern half of downtown Dallas, and the neighborhoods that were sliced away from the urban core by highways.

A big component of that vision was a transportation hub in the Cedars, which passed a federally required environmental check. The economic impact study released earlier this week said the hub could boost existing property values by 6% within a half-mile of the station, stimulating “15 million square feet of new development and yield[ing] more than \$125 million in additional tax revenue.”

Last year, a group of council members and city officials visited Japan to learn more about the development around what a transit hub could look like.

Officials [rode the Shinkansen from Tokyo to Nagoya](#), said Narvaez, who has chaired the council’s transportation and infrastructure committee. The trip was an hour and a half long, with distances that mirrored the ground between Dallas and Houston.

Council member Gay Donnell Willis described the station at Nagoya as a mix of Dallas’ NorthPark mall and New York’s Grand Central Station. “How they wove it all together to make it work was important to see, but also because we know that we would very much want to incorporate a housing element to it,” Willis said.

Ground-level bus terminals and floors of retail, office spaces and community amenities were layered atop each other. A park on the 15th floor could make one forget they were up that high, Willis recalled, as the design offered a street-level experience. A Marriott hotel sat on top of the station.

“By seeing the way that another large city is undertaking something like this, or has undertaken something like this, it not only revealed ways that the city could incorporate more of our needs into one location and project, but also illustrated how we would do some things differently,” she said.

Dallas-Fort Worth line lacks support

While many city officials support the line to Houston, the connection to Fort Worth and Arlington has not garnered the same enthusiasm. North Central Texas Council of Governments, which has advocated for transportation decisions from a regional perspective, has pitched the Dallas-Forth Worth line as a tangential connection that could offer riders more connectivity options in North Texas.

City leaders have continued to question if the plans benefit the cities of Fort Worth and Arlington at Dallas' expense. They've long hoped for a below-ground rail line in Dallas as in the other two cities, though planners have said it's not a viable option.

Council member Chad West said the study indicated the line would instead have an adverse impact downtown, especially if the city were to pursue the "Eastern alignment" — also known as Alignment 2B — that lets rail lines slice through the southwest corner of downtown Dallas, where prominent real estate firm Hunt Realty owns the more than [20-acre Reunion property](#), which includes the [Hyatt Regency Hotel and Reunion Tower](#).

The plan has been a point of contention between the firm and transportation planners for more than a year. Hunt has [said the project would kill a proposed \\$5 billion mixed-use development](#).

Based on information from the developer, consultants conducting the study surmised the impact would boil down to a more than \$1 billion lower average GDP growth and fewer jobs.

The other option, a "Western alignment," could add \$600 million in average annual incremental GDP growth and an additional 3,400 jobs, according to the report.

"The NCTCOG has always stressed that without a Houston-to-Dallas train, Dallas to Fort Worth doesn't make sense and is not viable," West said. "Dallas to Houston doesn't currently have a realistic path and we have now spent \$1 million on a study that confirms 2B harms downtown, so it doesn't make sense for the City of Dallas to invest any more money or intellectual capital on this idea."

West proposed prioritizing expedited DART trains with a direct route between D-FW International Airport and downtown Dallas. More attention can be given to expanding the streetcar line and moving riders through downtown and Oak Cliff and even over to Deep Ellum and Fair Park.

"I think it's a waste of time to do that when we have so many other needs in the city," West said.

The report is expected to head to the full City Council for discussion, though a date has not been set.

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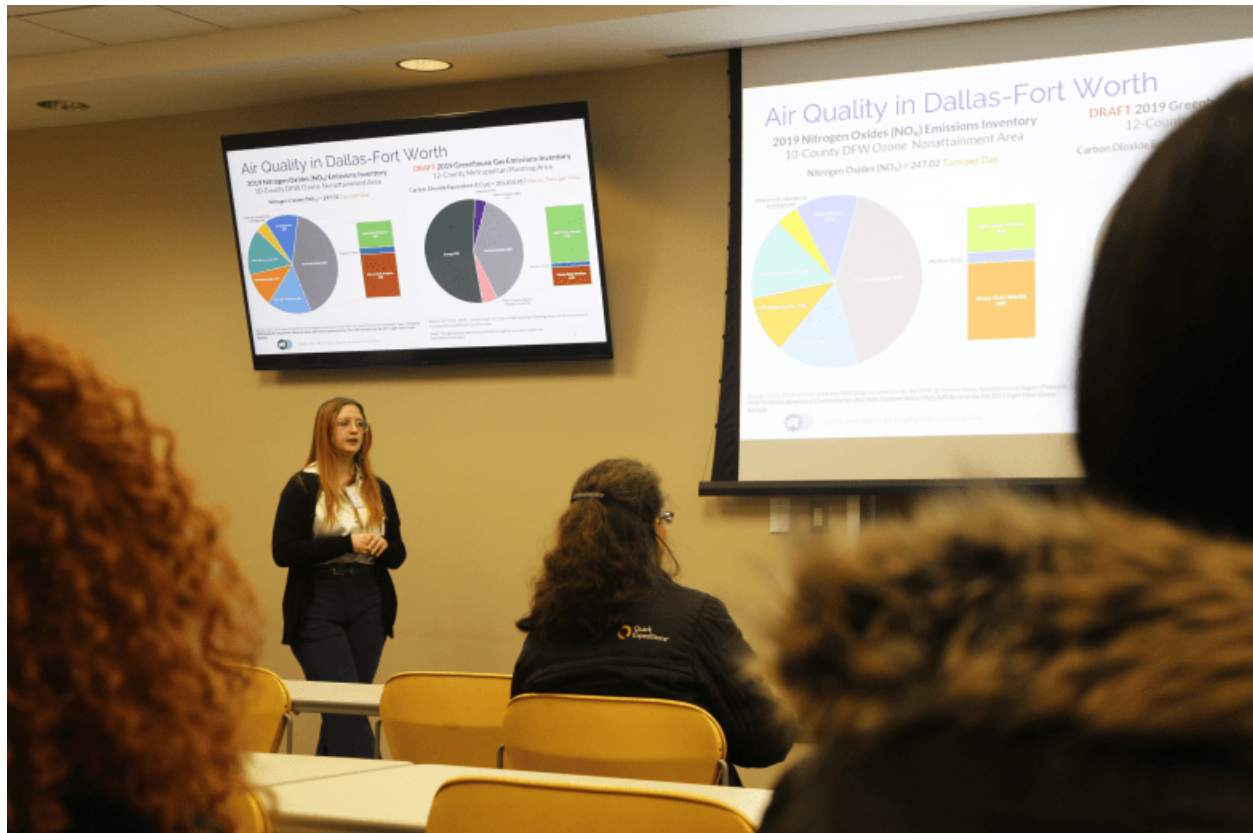
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The development of the air quality improvement plan has been largely supported by a \$1 million grant the council of governments received from the Environmental Protection Agency’s Climate Pollution Reduction Grants program in 2022.



Savana Nance, a senior air quality planner for the North Central Texas Council of Governments, speaks to Fort Worth residents during a Jan. 18, 2024, open house about the Dallas-Fort Worth air quality improvement plan. (Haley Samsel | Fort Worth Report)

In spring 2024, the council of governments sought a [\\$199 million federal grant](#) from the \$4.6 billion awarded through the EPA’s Inflation Reduction Act. The only entity in Texas chosen to receive a portion of the funding was the city of Austin.

The \$199 million [would have funded 19 of the 44 initiatives](#) and projects outlined in the air quality improvement plan.

One of the primary reasons that led the council of governments to participate in the EPA’s Climate Pollution Reduction Grants program is due to 10 North Texas counties currently failing to meet federal air quality standards, said Hermosillo.

While the region is within attainment for air pollutants such as carbon monoxide and nitrogen dioxide, the Dallas-Fort Worth area has [exceeded federal ground-level ozone limits](#) as far back as the 90s.

The region has until 2027 to bring ozone levels to 70 parts per billion or under. If the region is in violation of air quality standards, polluters or major sources of volatile organic compounds and nitrogen oxides could face annual fines of \$45 million under the [EPA's Clean Air Act](#), according to the Texas Commission on Environmental Quality.

The area could also be in violation of federal caps on particulate matter but air quality planners have not yet identified a designation due to pending standards on the air pollutant, said Hermosillo.

[Ground-level ozone](#) forms when nitrogen oxides and volatile organic compounds are released in the air and mix in sunlight. These emissions largely stem from several sources, such as vehicles, construction equipment, locomotives and aircraft, according to the council of governments.

[Particulate matter](#) consists of microscopic solids or liquid droplets that can be inhaled and lead to serious health problems, according to the EPA. Particulate matter is often generated from construction sites, unpaved roads, fields, smokestacks or fires.

Both ozone and particulate matter can lead to serious health problems, particularly respiratory conditions.

While the air quality plan continues to undergo drafting, the council of governments has prioritized short-term projects to cut both greenhouse gas emissions and other air pollutants in North Texas, said Hermosillo.

The council of governments will host meetings throughout the summer where the public is invited to provide feedback and comments on the transportation initiatives, according to Hermosillo.

To continue to receive funding through the EPA's Climate Pollution Reduction Grants program, the air quality plan needs to be finalized and submitted by Dec. 1.

More information on the plan can be found at the North Central Texas Council of Governments [website](#).

FUTURE OF DFW TO OKLAHOMA TRAIN IN LIMBO AS FUNDING FALLS THROUGH

Dollars for the route along the I-35 corridor were not included in the state spending bill

By Amber Gaudet
June 6, 2025

The fate of a popular Amtrak route linking Dallas-Fort Worth and Oklahoma City along the Interstate 35 corridor is uncertain after Texas lawmakers this legislative session failed to approve funding for the train.

The Texas Department of Transportation requested \$7.05 million to support [the Heartland Flyer](#) for two years, but funding was not included in the \$338 billion spending bill Texas lawmakers approved last week. Unless Texas secures its share of funding to keep the train operational, it faces “imminent service suspension” no later than Oct. 1, [according to Amtrak](#).

[The 206-mile, state-sponsored route](#) is operated in partnership between TxDOT and the Oklahoma Department of Transportation and has been in operation since 1999. The North Central Texas Council of Governments in February allocated \$100,000 to keep the rail line operational through September.

“Reliable rail service provides a vital transportation option for residents and visitors alike, strengthening regional mobility, economic development, and tourism,” Amtrak President Roger Harris said in a statement. “With service that supports Texas’ continued economic growth and the region’s connectivity, sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long term mobility in the region.”

The rail line served 80,000 passengers last year — a 14% increase — and reached \$2.2 million in ticket sales. Fort Worth Mayor Mattie Parker said the route is “central to the city’s tourism industry, business community and thriving economy.”

“Fort Worth is the busiest Amtrak station in Texas — generating millions in economic impact annually — and as people continue to move to our region, travel reliability, mobility choices and connectivity will be key to our competitiveness,” Parker said in a statement.

The Heartland Flyer also connects to the Texas Eagle between Chicago, Fort Worth and San Antonio, with further connections on the Sunset Limited for travel between San Antonio, El Paso and Los Angeles.

Amtrak is working with state and local partners to address the shortfall and expects to provide a specific suspension date at a later time, according to the public rail provider.

HURST WANTS YOUR THOUGHTS AS IT EXPLORES TEXAS 10 REDEVELOPMENT

By Elizabeth Campbell

June 6, 2025

Hurst is 97% built out, and city leaders and the [North Central Texas Council of Governments](#) are collaborating on a study to explore future uses and redevelopment along the Texas 10 corridor, also called Hurst Boulevard.

Chris Connolly, executive director of economic development and tourism, said the Council of Governments is funding a \$500,000 study that will take around 14 months.

Hurst wants to hear from residents and others interested about their thoughts to attract businesses, economic development opportunities and to encourage people to use the commuter rail system, Connolly said.

A [survey](#) will be online through June 30.

The study takes in boundaries of Loop 820 on the west and Bell Flight Boulevard on the east. Two [Trinity Railway Express](#) stations, Trinity Lakes and Hurst Bell, are included in the study's boundaries, Connolly said.

"People are getting off of the train in Hurst. It would be great if people had something fun to do when they get off of the train," he said.

Some possibilities include connecting to the city's trail system and to Northeast Mall.

There is also development taking shape at the Trinity Lakes station, he said.

"With Hurst being 97% built out, there is very little opportunity for new development. The construction of the Trinity Lakes TRE Station presented an opportunity to look at our aging industrial corridor along State Highway 10 in south Hurst," he said.

Texas 10, home to numerous businesses including Northeast Mall, is a major roadway through Hurst, Bedford and Euless.

Hurst is also collaborating with the [Texas Department of Transportation](#) on the [comprehensive development](#) study.

TEXAS MAY LOSE HEARTLAND FLYER RAIL LINK WITHOUT STATE FUNDING

By Staff

June 9, 2025

Texas may lose the Amtrak Heartland Flyer rail service by October 1, 2025, unless the state government provides critical funding to sustain operations between Fort Worth and Oklahoma City. This is reported by the railway transport news portal [Railway Supply](#).

The Heartland Flyer has connected these cities for over two decades, offering reliable transportation that eases highway congestion and supports workforce mobility across the I-35 corridor.

Jointly operated by Amtrak, the Texas Department of Transportation (TxDOT), and the Oklahoma Department of Transportation (ODOT), the route depends on financial support under Section 209 of the PRIIA.

Amtrak President Roger Harris noted that dependable rail service improves regional mobility, encourages tourism, and drives local economies, especially in cities like Fort Worth.

The service transported more than 80,000 passengers last year, generating \$2.2 million in ticket revenue and reducing vehicle traffic between two fast-growing metro areas.

It connects to other national Amtrak lines, such as the Texas Eagle and Sunset Limited, and future expansion plans could establish links to Kansas and the Southwest Chief route.

Texas Cities Highlight Economic Value of Rail Connection

Fort Worth's \$3.5 billion tourism economy benefits directly from this connection. The Heartland Flyer supports nearly 30 local jobs and drives \$5.3 million in direct and \$23.7 million in overall economic activity.

Because the Dallas-Fort Worth region will host several 2026 FIFA World Cup matches, officials say continued service is essential to handle increased visitor demand.

However, a TxDOT request for \$7.05 million to maintain the service through 2027 was left out of the most recent budget, raising concerns among city leaders and transportation advocates.

Amtrak confirmed it remains in talks with the state and will announce a suspension date if no funding agreement is reached in the coming months.

Local officials from Fort Worth, Gainesville, and Oklahoma City stressed that rail connectivity boosts accessibility, cross-border cooperation, and long-term regional development.

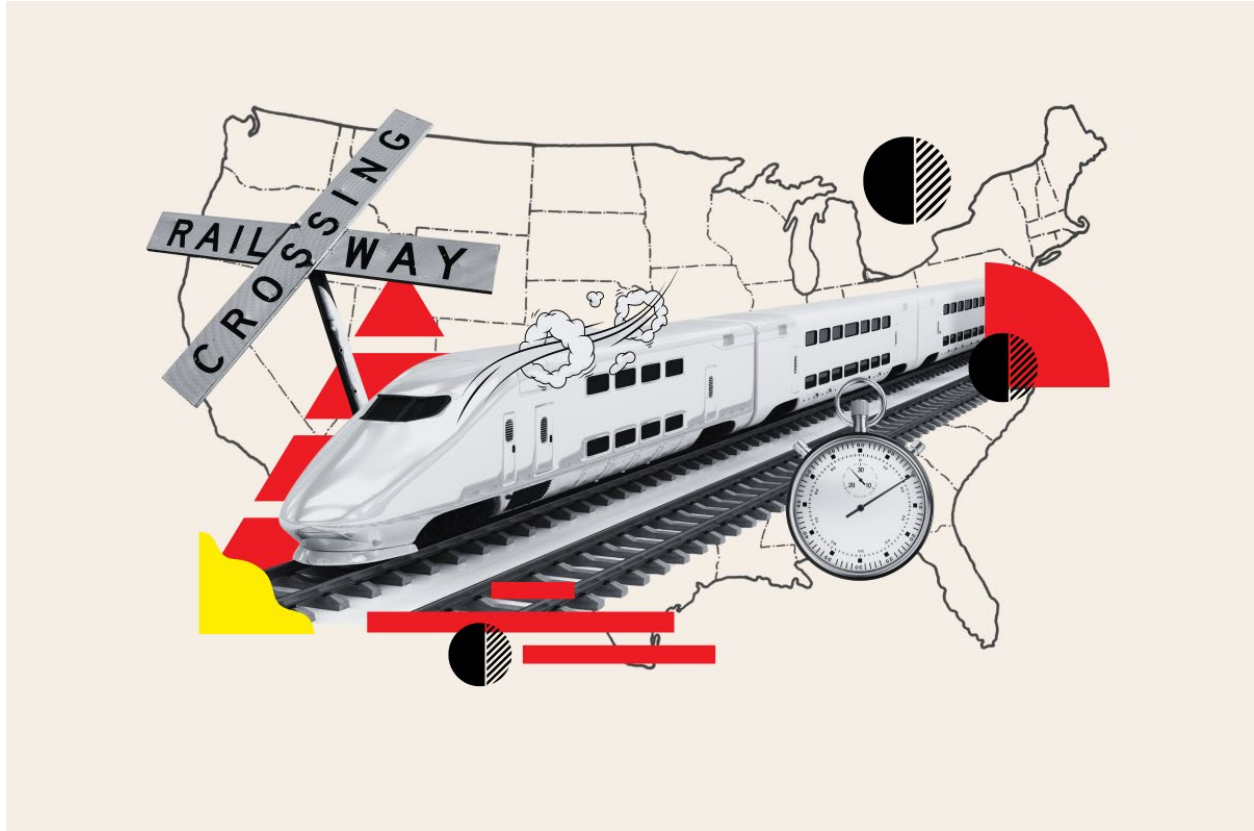
Fort Worth Mayor Mattie Parker stated that the Heartland Flyer is central to the city's economic competitiveness and essential for maintaining its status as Texas' busiest Amtrak station.

Source: railway-news.com

NEWSWEEK

U.S. CLOSE TO HIGH-SPEED RAIL BREAKTHROUGH

By James Bickerton
June 7, 2025



When the great and the good of the American high speed rail industry gathered in Washington, D.C. over May 13-15 for the U.S. High Speed Rail Association's (USHSR) 2025 annual conference, there was tremendous excitement tinged with anxiety.

Several attendees told *Newsweek* they believe the U.S. could be on the verge of a high-speed rail breakthrough, setting the stage for the kind of comprehensive national system enjoyed in the likes of China, Japan and Western Europe.

Ray LaHood, a [Republican](#) who served as Transportation Secretary under President Obama from 2009 to 2013, said if one of the two high-speed rail lines currently under construction is completed, it will prove "wildly popular" and boost support for high-speed rail across the nation. Other insiders agreed, but argued permitting reform and more explicit federal support will be needed first.

There has been concern over the Trump administration's attitude toward high-speed rail. The conference took place one month after Transportation Secretary Sean P. Duffy announced [\\$63.9 million in funding](#) for a proposed Dallas to Houston route had been scrapped, and amid rumors that the California High Speed Rail line under construction between Los Angeles and San Francisco could lose federal support.

This week, Duffy said there is "no viable path" to complete California High Speed Rail on time or on budget and warned the federal government could pull billions in funding.

State of U.S. High-Speed Rail

At present there aren't any high-speed rail networks—defined by the International Union of Railways (UIC) as operating at a minimum of 250 kilometers per hour (155 miles per hour) along specially built tracks—that are operational in the U.S.

This compares unfavorably with the likes of Spain, Japan and France, which have around 2,460 miles, 1,830 miles and 1,740 miles of track respectively currently in use.

Most impressively, China, the chief geopolitical rival of the U.S., has gone from having virtually no high-speed rail lines to nearly 30,000 miles over the past couple of decades.

Construction is currently underway on two high-speed rail lines in the U.S.—[Brightline West](#), which will connect Las Vegas to Southern California, and [California High Speed Rail](#) between Los Angeles and San Francisco.

A range of other projects have been proposed around the country, including plans to link Boston, New York and Washington, D.C. in the Northeast; Dallas, Houston and Fort Worth in Texas; and [Chicago to East St. Louis](#) in Illinois.

Obstacles

When asked why the U.S. had failed to build a high-speed network comparable to other advanced economies, industry experts told *Newsweek* there are major issues with permitting, financing and cross-party political support.

California High Speed Rail has sparked particular controversy, with its cost ballooning from \$34 billion to over \$128 billion, while the completion date has been pushed back.

Terry Hynes, an attorney specializing in rail infrastructure projects, argued planning issues in particular have bottled up capital investment. He is currently part of a team investigating how the permitting process could be sped up for USHSR.

Addressing *Newsweek*, he said: "I've been in the business 46 years, making railroads, and I've been frustrated as hell representing the high-speed rail...it just takes forever. And there's private money that could be brought in. Wall Street's got a lot of money looking for infrastructure investments.

"This is a wonderful infrastructure investment, the trouble is they see those permitting times. Eight years for environmental review, then you build for four years and in year 13 you're finally going to see some money. Nobody's going to invest in that."

Hynes added: "The biggest issue to my mind is this permitting issue. The review period takes so long, the cost goes up and the more expensive it is for people doing a cost-benefit analysis, the analyses looks less beneficial."

Brandon Wheeler, a senior program manager at the North Central Texas Council of Governments, a local government-based voluntary association, said a lack of national leadership has undermined high-speed rail construction across the U.S.

Speaking to *Newsweek*, he said: "We don't have a national single point of leadership on this...without that single point of leadership it really is a little bit hopscotch and we're making the best we can of it.

"Until there is, like the interstate highway system, there's a national vision to create and you have a vision around the ability to move military and goods and those kinds of things. Until our airports get bad enough, until our roads get bad enough, until people have this massive outcry and we're able to concentrate them on something, we're going to have to find what that single vision is to rally around or we will fall behind the rest of the world."

LaHood agreed, saying: "I think the success of these projects in Europe and Asia is largely due to the national government making investments but then encouraging the private sector. Once the national government makes a commitment, it's easier for the private sector then—they know it's going to be a stable project, they know their investment is going to be good."

If You Build It They Will Come

In 2023, Brightline, the first privately built rail line in the U.S. to open in nearly a century, began operations between Miami and Orlando in Florida and has since seen passenger numbers surge.

While Brightline runs below the high-speed standard, LaHood said it showed Americans are ready to embrace new rail networks, and argued one successful project in the U.S. could turbocharge the whole industry.

"If you look at the Brightline project in Florida...It is wildly popular," he said. "They're putting more and more trains on that track every day because people like the idea that they don't have to get on the I95 and they don't have to travel on highways that are crowded with big trucks and cars..."

"If you build it they will come, if you build it it will be successful and I think that will be the case with Brightline West, Las Vegas to L.A., and I think it will be true San Francisco to L.A. I think they will be wildly popular. I really believe at this point if you build it they will come and the proof of that is Europe and Asia—their trains are wildly popular."

Speaking to *Newsweek*, Portland Mayor Keith Wilson, who is advocating for a "Cascadia" high-speed rail line linking the city to Seattle in Washington and Vancouver in British Columbia, said: "Our system continues to be compacted and stagnant.

"The great cities from around the world are all tending to go towards high-speed rail and we need an opportunity to unlock our economic renaissance, which is what's missing in our country right now, and high-speed rail would move us forward and get us completing again with the world."

Trust Fund

A number of industry insiders told *Newsweek* the formation of a federal government trust fund could provide the financial muscle for a major U.S. high-speed rail expansion.

Asked what one development would most speed up U.S. high-speed rail, Jim Derwinski, executive director of Chicago rail system Metra, replied: "A trust fund so it's national, it's

bipartisan so it doesn't change from administration to administration and it can be supported through the states as a national effort.

"If you're going to build something, to compare it to Europe and Asia right now, it's got to have a national campaign right now."

Arthur Sohikian is executive director of High Desert Corridor, a proposed high-speed rail line that would link Brightline West to the California High Speed Rail line.

He expressed a similar view to Derwinski, telling *Newsweek*: "We have to energize the public to make that happen...we've been trying to get a trust fund for rail since I started my career, it seems.

"For whatever reason why the politicians won't grab onto that and won't do that, especially when you realize the Highway Trust Fund keeps diminishing as cars get more efficient, we're paying less in gas taxes, that fund is diminishing...we have to invest in this infrastructure as a nation, and until that happens, seriously, we're all going to be trying to do our little pieces."

ACTIVISTS SAY NEW RULE PUTS COST OF AIR POLLUTION ON TEXAS MOTORISTS

By Pablo Arauz Pena
June 9, 2025

The Texas Commission on Environmental Quality is asking Texas residents for input on a new rule change that environmental advocates say would use money paid by motorists to offset pollution caused by industry.

Under the new rule, industries facing fees for the region's poor air quality would be able to use funds from the [Texas Emissions Reduction Plan](#), or TERP, to offset costs. TERP, created in 2001, collects fees from vehicle titles, the purchase or lease of heavy-duty and registration and inspection of commercial vehicles, and provides grants for programs meant to curb congestion and emissions.

Kathryn Guerra, with the nonprofit watchdog organization Public Citizen, told KERA that TCEQ's proposal amounts to an "accounting trick."

"It's not going to generate any new revenue and it won't lead to any new pollution reductions as it is intended to do," said Guerra, who also volunteers for the Dallas Environmental Commission.

North Texas and the Houston-Galveston-Brazoria metro area are considered to be in "severe nonattainment" of the Environmental Protection Agency's 2008 ozone pollution standard.

Poor air quality caused by ozone can lead to respiratory problems for vulnerable populations, including elderly residents and children with asthma.

Guerra calls the TERP program one of the "bright spots" in the state's air quality control efforts, but said the proposed rule change would turn that on its head.

"They're calling it an alternative fee program," Guerra said. "They're going to borrow from TERP money, which is the program that motorists pay into, to forgive an industry debt and an obligation that Congress deliberately placed on industry."

Congress created Section 185 of the Clean Air Act to address poor air quality in major urban areas like North Texas. The EPA would begin assessing a fee on large industries – including power plants, refineries, cement plants, and chemical manufacturing plants – if the region doesn't come into attainment by the end of 2026.

TCEQ said the change does not propose a fee for motorists.

"The proposed rules would credit revenue from an existing TCEQ program, the Texas Emissions Reduction Plan (TERP), to offset the Section 185 fee owed by the large industrial facilities," said TCEQ spokesperson Ricky Richter in a written statement.

In a [summary of the rule change](#), TCEQ notes "TERP is designed to reduce emissions from vehicles, construction equipment, and similar sources, which create more pollution that contributes to ozone levels than large industries in the DFW and HGB areas."

However, Guerra at Public Citizen said the proposed rule essentially asks drivers to use their money from registration fees to pay off an industry debt.

"If you're a motorist in Texas and you're being told this is what we're taking this money out of your registration fee for, that is, you know, what you expect it to be used for," she said. "Any other use of that money I think is dishonest."

The proposed rule change requires public input and a subsequent vote by TCEQ commissioners. The state has to submit its rule to the EPA by November, or the agency "will collect the fee with interest, and the money will not be returned to the state," read a summary of the rule change.

Guerra said the EPA under the previous Biden administration would not approve an "alternative fee" program, but under the current Trump administration, that may change.

"Perhaps TCEQ believes that they're going to be able to implement this alternative program without pushback," she said.

The North Central Texas Council of Governments is holding a public comment meeting on [Tuesday, June 10](#). TCEQ is holding its own public comment meeting on [Thursday, June 12](#).

ARLINGTON COMPLETES INNOVATIVE ROBOT GROCERY DELIVERY PILOT PROGRAM

By Staff

June 10, 2025

Star Wars is becoming less sci-fi and more true-life, at least around Arlington.

In May, the City of Arlington completed an innovative pilot program that used air and ground robots to deliver 300 boxes of groceries to east Arlington residents. They weren't exactly R2-D2 and C-3PO, but a six-foot-long flying aircraft and an autonomous electric vehicle came together to complete the deliveries, showcasing the potential of robotic technology in enhancing community services.

Launched in October 2023, the Multimodal Delivery pilot program was conducted to test the efficiency and scalability of using autonomous, electric delivery vehicles to improve air quality while helping east Arlington residents with limited mobility. A \$780,182 U.S. Department of Energy grant helped fund the project. Arlington partnered with the Tarrant Area Food Bank, The University of Texas at Arlington, the North Central Texas Council of Governments, the Dallas-Fort Worth Clean Cities Coalition, Airspace Link, Aerialoop and Mozee for the study.

During demonstrations in September 2024 and again in May, the Tarrant Area Food Bank supplied boxes of groceries, which were distributed to east Arlington residents via land and air robots.

To make deliveries, the project team used Aerialoop's ALT6-4 VTOL Delivery aircraft, a six-foot-long, battery-powered vehicle capable of carrying nearly nine pounds, to transport food boxes from a distribution point to a hub closer to participants' homes. The boxes were then placed inside Mozee's electric, autonomous vehicle, spacious enough to carry both passengers and goods, for delivery to participants' homes.

The City of Arlington and its partners will use data collected from the deliveries to evaluate the impact of these new technologies on air quality, energy efficiency and public attitudes toward electric and autonomous vehicles.

IRVING EIGHTH-GRADE STUDENT WINS REGIONAL TRANSPORTATION ART CONTEST

By Staff

June 10, 2025



Natasha Torres holds her award for winning the 2025 Progress North Texas art contest.

Natasha Torres, an eighth-grade student at de Zavala Middle School in Irving, has won NCTCOG's annual Progress North Texas student art contest. The young artist's drawing of various modes of North Texas transportation superbly illustrated this year's theme, "A region of choice."

Her dynamic, four-panel picture depicts bicycles, trains, planes, buses, even skateboards, in various North Texas settings.

The NCTCOG Transportation Department received 30 entries from Irving ISD students from third to 12th grade. Natasha's work was judged the best, earning her picture a place on the cover of [Progress North Texas 2025](#), NCTCOG's annual transportation state of the region report.

An awards ceremony was held for Natasha on May 8 at de Zavala Middle School, where Natasha was presented with a framed image of the report featuring her artwork. In attendance were Natasha's art teacher, Angela Ruvalcaba; and Gayla Lawrence, director of visual arts for the Irving ISD.

Natasha drew inspiration for her picture from her family's experiences in the Dallas-Fort Worth region, combined with her own aspirations for future travels and adventures.

"At its heart, the piece is a visual tribute to the places around Dallas-Fort Worth where she has spent time with her family," says Ruvalcaba. "Natasha's dedication and love for creating are evident in every detail, inviting viewers to feel her memories and see the world through her vibrant lens."

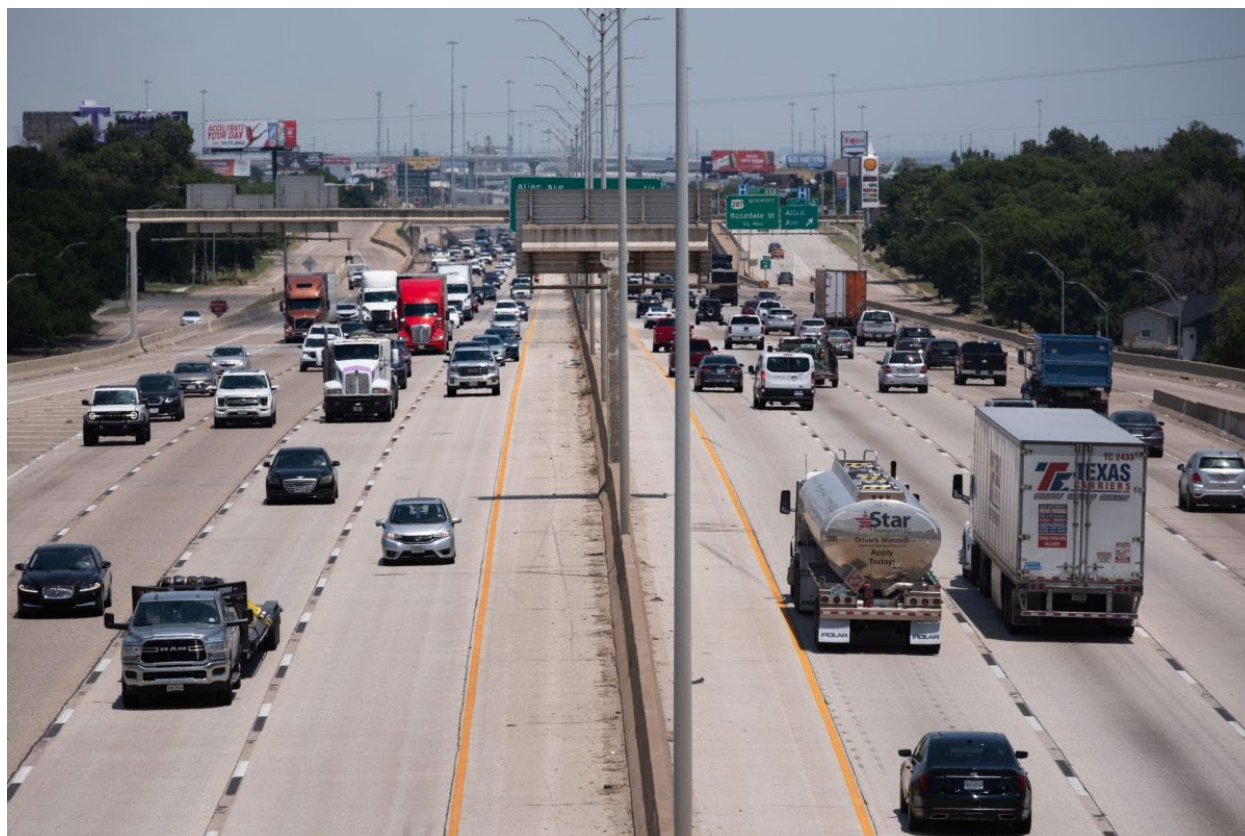
Eduardo Morales, an 11th grade student at Nimitz High School, was awarded second place, and Loany Palma, a third-grade student at Johnston Elementary School, was honored with a third-place win.

The NCTCOG transportation art contest began in 2012, when Fort Worth ISD elementary school students were asked what transportation would look like in 2035. Each year since, the competition has rotated around the region, allowing different school districts the opportunity to showcase their students' artistic ability. Ruvalcaba says Natasha has a bright future ahead of her.

"She is very creative and she works really hard," she says. "She has a natural talent. I wish her only more success in the future because she's amazing."

NORTH TEXAS RECORDS SIX DAYS OF UNHEALTHY AIR QUALITY LEVELS IN PEAK OZONE SEASON

By Nicole Lopez
June 9, 2025



Traffic moving on Interstate 35 July 12, 2024. Vehicles, along with construction equipment and other modes of transportation, make up about 60% of ozone emissions in Dallas-Fort Worth. (Camilo Diaz | Fort Worth Report)

By the second week of June, the Dallas-Fort Worth region had seen six days in 2025 where the region's ozone reached unhealthy levels.

That number is down slightly from the [seven Ozone Action Day alerts](#) made between May and June 8, 2024, for North Texas, according to the latest data from the North Central Texas Council of Governments, the agency tasked with monitoring the region's air quality.

In total, Dallas-Fort Worth saw 43 ozone alerts in 2024.

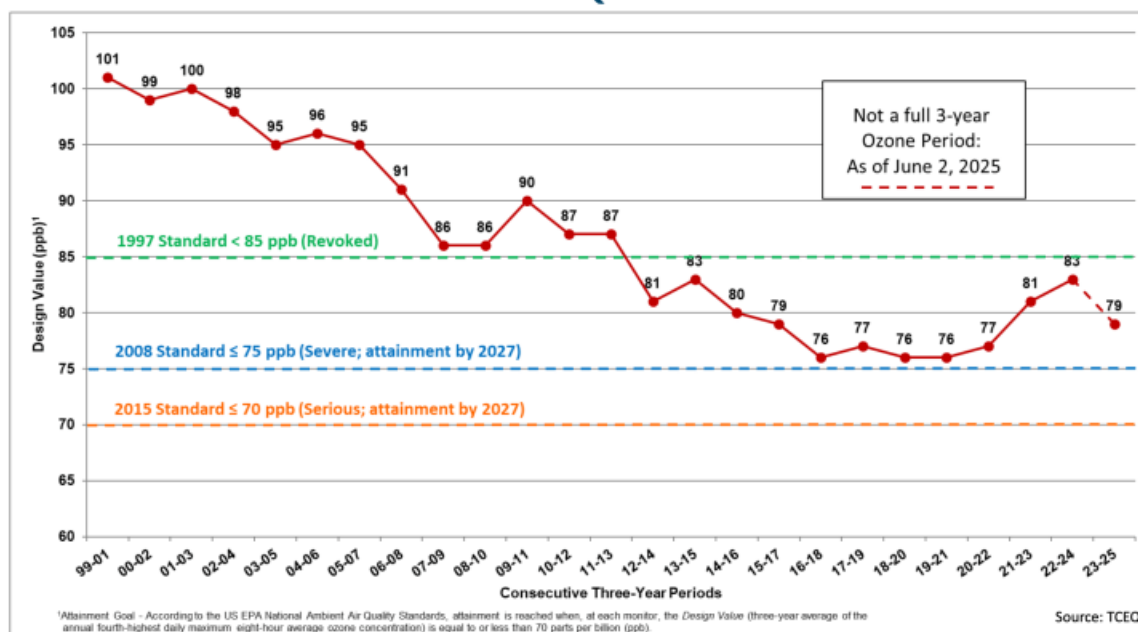
North Texans could see more alerts later this year from the Texas Commission on Environmental Quality, the state agency responsible for regulating and enforcing federal air quality standards, as ozone season for the region runs from March to October.

[Ozone Action Day](#) forecasts are made daily by the state commission so the public, industries and businesses can take preventative measures to reduce pollutants contributing to ozone formation.

Ground level [ozone forms](#) when nitrogen oxides and volatile organic compounds emitted from human activities and natural sources react in the presence of hot, sunny weather. [Sources](#) that largely contribute to ozone include vehicle emissions, industrial facilities, chemical and power plants, refineries, paints and motorized lawn equipment.

The gas can lead to an array of [health problems](#), primarily respiratory issues such as worsened asthma, emphysema, bronchitis, chest pain, coughing, throat irritation and congestion, according to the Environmental Protection Agency. Children, older adults, and those diagnosed with lung disease are more susceptible to the effects of ozone.

8-hour Ozone NAAQS Historical Trends



Ozone levels in North Texas have improved since the 1990s but continue to be just above the federal limit of 70 parts per billion. (Courtesy image | North Central Texas Council of Governments)

Ozone levels in the metroplex [averaged 79 parts per billion](#) from 2023 to 2025, according to data collected as of June 2. Ozone data is represented by design values, which is the average of the fourth-highest value within a three-year period, according to the council of governments.

In addition to the six ozone alerts, the metroplex saw 34 days this year where its air quality reached moderate ozone levels, ranging from 55 to 70 parts per billion.

Levels ranging from 71 to 85 parts per billion of ozone are considered unhealthy for sensitive groups.

Per the EPA's 2008 ozone standards, Dallas-Fort Worth is currently classified as a severe nonattainment zone — an area that doesn't meet the National Ambient Air Quality Standards (NAAQS) for one or more pollutants — as the region exceeds the federal limit of 70 parts per billion of ozone.

If the region does not bring levels to or below 75 parts per billion, polluters or major sources of volatile organic compounds and nitrogen oxides [could face annual fines](#) of \$45 million under the EPA's Clean Air Act, according to the state commission.

The public can track Dallas-Fort Worth ozone levels on the council of governments' [website](#). To learn more about what the agency is doing to improve air quality in North Texas, click [here](#).

OPINION: HIGH-SPEED RAIL WOULD HELP DALLAS GROW. TOO BAD IT'S BACK IN LIMBO

Funding loss, Amtrak exit create uncertain future

By Dallas Morning News Editorial Board
June 10, 2025

The dream of a Dallas-to-Houston high-speed rail line has long been stuck in a state of aspirational limbo, and it looks like it'll be stuck there for a while longer.

In April, the Trump administration's Department of Transportation [canceled a \\$63.9 million grant awarded to Amtrak](#), which had partnered with Texas Central, the company behind the project. The funding withdrawal doesn't necessarily spell doom, but it does mean the only path forward is under private leadership and financing. It isn't clear how or if that will work.

It's sad that the federal government doesn't want anything to do with a bullet train connecting two of Texas' and the United States' most successful economic hubs, especially in light of a Dallas-commissioned [impact study affirming what we've long known](#): High-speed rail would be a major economic development boon.

The roughly 240-mile rail line would cut the travel time from Dallas to Houston to less than 90 minutes, according to [Texas Central](#). A separately planned [line](#) would run from Dallas to Fort Worth, stopping in Arlington.

The economic impact study suggests the Dallas-to-Houston line by itself would generate an average annual gross domestic product increase of \$5 billion and more than 28,000 jobs to the region between 2029 and 2050, with much of that concentrated in Dallas, this newspaper reported.

The Dallas-to-Fort Worth component is a little more complicated.

[An early proposal for the route's layout](#) would have negatively impacted valuable land downtown and created an unacceptable highway-like barrier. Plus, the economic impact study indicates that pursuing this "eastern alignment" would lead to less overall economic growth.

That's [not a good trade for a slightly shortened travel time](#), especially when we already have the Trinity Railway Express.

In July, regional planners [discussed a revised route](#) for the Dallas-to-Fort Worth train that could skirt around the Reunion area, passing over Interstate 35E. The economic impact study indicates this "western alignment" would generate some economic growth, but that it could also interfere with other development in the area.

Whether the Dallas-to-Fort Worth route will ever make sense isn't clear. It certainly won't if the Dallas-to-Houston line is never built. With no clearly defined path for that project, the city should leave high-speed rail behind and move forward planning downtown and [the convention center](#) without it, at least for now.

It's too bad we don't seem willing to commit to major infrastructure projects anymore. The United States once invested in a massive interstate highway network that helped build our nation into what it is. Why trains should be so scary is anyone's guess.

REGIONAL EFFORT COULD KEEP HEARTLAND FLYER PASSENGER TRAIN MOVING UNTIL OCTOBER

By Eric Garcia

June 9, 2025



Amtrak's Heartland Flyer arrives at Fort Worth Central Station in April 2022. (David Wilson | Flickr, via Creative Commons)

The [Heartland Flyer](#) hasn't rolled off the tracks just yet.

Regional officials are working to maintain funding to keep the Amtrak passenger train's daily trips from Fort Worth to Oklahoma City — at least temporarily.

State legislators did not appropriate more than \$7 million to fund the service until 2027 despite support from their counterparts in Oklahoma, which co-funds the program.

The Amtrak train — initially expected to stop by the end of June — may stay in motion until Sept. 30, the end of fiscal year 2025, said Michael Morris, transportation director for the North Central Texas Council of Governments, the 16-county agency that distributes funding for road, rail and air quality improvements. Funding for fiscal year 2026 is questionable, he said.

“We’re trying to figure it out,” Morris told the Fort Worth Report, adding that officials have about 60 days to come up with a long-term funding solution. “We’ll have to determine quickly to see if there is a path forward.”

The Oklahoma Department of Transportation recently announced that service would end Oct. 1 and urged people to ride it while they can.

Amtrak said in a statement June 5 that the Flyer “faces imminent service suspension no later than Oct. 1 unless Texas secures its share of funding.”

Amtrak President Roger Harris said regional rail transportation is a vital option for residents and visitors since it strengthens regional mobility, tourism and economic development. The train also alleviates congestion along Interstate 35, Texas’ busiest highway, and supports workforce mobility and job access.

“With service that supports Texas’ continued economic growth and the region’s connectivity, sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long term mobility in the region,” Harris said in a statement.

Launched as a transportation option in 1999, ridership along the route has increasingly grown to become a regional tourism tool, providing about \$5.3 million in direct economic benefits and an estimated \$23.7 million in overall economic activity, according to Amtrak. That overall amount has increased since a [2013 Texas A&M Transportation Institute study](#) cited an \$18 million [economic impact](#) to Fort Worth, Oklahoma City and smaller towns along the 206-mile corridor.

“In Fort Worth alone, the \$3.5 billion tourism economy benefits significantly from continued rail service,” Amtrak said.

Fort Worth Mayor Mattie Parker said the Heartland Flyer “is key to ensuring Fort Worth’s continued success as a global destination and is central to the city’s tourism industry, business community and thriving economy.”

The Amtrak service is popular, she added.

“Fort Worth is the busiest Amtrak station in Texas — generating millions in economic impact annually — and as people continue to move to our region, travel reliability, mobility choices and connectivity will be key to our competitiveness,” Parker said.

Oklahoma City Mayor David Holt said the Flyer has aided his city in its commitment to a comprehensive, connected transportation system.

“We recognize that Texas benefits greatly from the visits of our residents via the Flyer, and we also deeply appreciate the amenity and the connection to the entire Amtrak system,” Holt said in his statement. “The Heartland Flyer is a vital link that supports economic opportunity throughout our region.”

In 2024, the Flyer served more than 81,000 passengers and generated \$2.2 million in ticket revenue, according to Amtrak.

Although Oklahoma officials have continued to fund the venture, Texas’ share of funding — more than \$7 million for two years — was stripped from the 2026-27 state budget although the

Texas Department of Transportation requested funding as an exceptional item to the 2026-27 budget.

The Regional Transportation Council, a 45-member independent policy group made up of elected and appointed officials, allocated \$100,000 in funding in January to avoid service interruptions. Funding came from Regional Toll Revenue allocations to cover a shortfall of about \$72,000.

Morris said the Regional Transportation Council would consider additional funding at least through September.

ODOT, in a statement, said that the agency is “working closely with our partners at TxDOT and Amtrak as we navigate these next steps.”

Funding for rail transportation was [decreased by \\$47 million](#) by the Texas House.

The Flyer would also aid in transportation options as the Fort Worth-Dallas region is set to host [2026 FIFA World Cup games](#), Amtrak said.

“Ending this service would weaken regional connectivity and hinder Texas’ ability to deliver a world-class experience,” Amtrak said.

The success of the train prompted Kansas officials to [study the restoration](#) of the Flyer’s 106-mile route from Oklahoma City to Newton, Kansas, that was abandoned in 1979. Restoring service would cost at least \$311 million in infrastructure improvements on the BNSF Railway-owned line, according to Kansas Department of Transportation estimates.

Amtrak also operates the [Texas Eagle](#), a San Antonio-to-Chicago route that includes stops in Fort Worth and Dallas.

ECONOMIC DEVELOPMENT EXEC TOUTS ARLINGTON'S SUCCESSES

By Lance Murray

June 10, 2025

Arlington Economic Development Corp. Executive Director Marty Wieder has a simple philosophy that he explains on his LinkedIn page: “I like to tackle opportunities in unorthodox, and if possible entrepreneurial ways — all the while adhering to what I heard Dr. Kent Gardner say years ago at UT Arlington: ‘People support what they help create.’”

Wieder was appointed the organization’s executive director in March 2024 and he has led the agency during a time of great success in attracting new businesses and corporate headquarters to the city. Previously, Wieder was director of economic development for the city of Grand Prairie from 2016 to February 2024 and he has a long history in economic development efforts in North Texas. Wieder answered questions recently about his work and the future of the city.

This interview has been edited for grammar and clarity.

Why did you pursue a career in economic development?

It was a timing thing. I was in graduate school at UTA at the time. Back then they had the Institute of Urban Studies, which has kind of been refreshed within the College of Architecture, Planning and Public Affairs. We had a Master of Arts in urban affairs and I was giving thought to what I was going to do. I was working for Bill Pitstick at the North Central Texas Council of Governments, and Bill really was encouraging me to be a city manager. I got really interested in economic development, partly through reading Nation’s Cities Weekly, the National League of Cities’ weekly publication.

At that time, Jack Kemp was the HUD director, and I had seen him make a statement that, from his perspective, the best way to eliminate poverty was through job creation and economic development. And that really rang true with me. I began to look into that a little more deeply, and I saw that it was consistent with what Tom Vandergriff really believed in, and all that he had done for Arlington while I was growing up here, and that I got to be a part of a little bit during his one congressional term. That sounded like something I could really sink my teeth into and get committed to. I’m so glad I made that decision because Tom, years later, served as a mentor for me.

How does the Arlington Economic Development Corp. attract new businesses to Arlington?

We are thrilled to now have a complete staff, a group of all stars, and a number of them are charged with business retention and expansion. In the coming months, we will designate somebody to really be the captain of that task. When people see that we are, as City Manager Trey Yelverton likes to say, a city that understands that we need to move at the speed of business. But also that when you come here, we won’t forget about you, will continue to lead interference for you with other city departments — and that it’s a place where people want to be.

We are involved in a number of organizations where we're able to share the story of how much Arlington wants to attract corporate headquarters, to attract major manufacturers, bring in the kinds of employers, advanced technology and deep tech that play off of the workforce — strengths that are created when you're the home to a major tier one Carnegie-level, patent-producing university like the University of Texas at Arlington is, as well as having a Tarrant County College campus.

Workforce is one of the most important things people look at for attraction, and we've got that covered in more ways than one. We've hired a couple of people that work directly with the university. Hayden Blackburn, our new director of innovation and entrepreneurship, previously worked with TechFW, and Christie Goodman Duke, who was with the city of Fort Worth's economic development office for about 15 months before we hired her, is our director of targeted attraction and state affairs.

What do you count as the AEDC's biggest victories since you joined the organization?

By far, I would say getting E-Space to relocate their corporate headquarters here. A little over a year ago that decision came down. They later came in and leased space here in the former Siemens building in the industrial portion that backs up to Copeland Road. I say, too, the Salcomp (Salcomp Manufacturing USA Corp.) retention and expansion — for a company based in Finland to move their North American headquarters here. Both (E-Space and Salcomp) headquarters were previously in Silicon Valley. For us to get traction and lead two Silicon Valley-based companies to pick up and move here, or in Salcomp's case, to expand and to move their corporate headquarters here, were huge.

A couple of these preceded me, but I got to be here when they opened shop and began promoting the Bell Systems Weapons Integration Lab and for them to have the second systems integration lab facility on the municipal airport property. They had the initial one for the V-22, and now — for the (Bell) 280 — was just a continuation.

Lyndsay Mitchell of the Office of Strategic Initiatives, deserves all the credit for bringing in Acciona, a company based in Spain, a multinational conglomerate, to bring their facilities services division to Arlington. Sportec Solutions, a German-based sports technology company, moved its U.S. headquarters to Arlington. The city was able to step in and help make it happen for Great American Media, or GAC, which has Great American Family, Great American Faith and Family. For GAC media to relocate their corporate headquarters here made great, great sense. We just talked about that at our first development network meeting with Kinley Construction. They have been based in Arlington for a long time. They're expanding to Centerpoint and going to lease 23,000 square feet for their headquarters.

What do you see as the economic development future for the city of Arlington?

I was asked to be a part of the Greater Fort Worth Real Estate Council's annual forecast. They asked all of us to provide some takeaways for the next three to five years. For us, number one is that Arlington entered the low Earth orbit space race in partnering with satellite manufacturer E-Space in 2024.

We're going to be very busy this summer taking things to our board and to our council to prepare for their next step when we start constructing (E-Space) facilities at the Arlington Municipal Airport. Deep tech became somewhat of a reality with autonomous vehicle

manufacturer and software company Mozee. They've occupied their space, and are starting to finish it out. They signed the lease. This is a trend we want to see, very good, deep tech manufacturing, cutting-edge technology, not dissimilar from Ikon Technologies, which is already here and which we worked with on an agreement.

It's consistent with UTA for us to, over the next one to three years, put in smaller office employers. Headquarters will continue to absorb into vacant Class A space along Lamar Boulevard, north of I-30, as well as in downtown Arlington. Because we're just minutes away from DFW International (Airport), I think in the next one to three years, we'll see them attract another major headquarters, or headquarters consolidation, and follow the lead of (Arlington accounting firm) Sutton Frost Cary, which opened up this year.

I felt like the grand opening of the National Medal of Honor Museum will attract some major visitors in the coming years. Couple that with the three-day Grand Prix of Arlington, which will be next March. And maybe within the next three to five years, we'll see electric vehicles take off and land from the Arlington airport.

EVP INVESTS IN US-BASED SMART MOBILITY SOFTWARE COMPANY MODII

By Staff
June 11, 2025

The news: Smart mobility software company Modii, led by Australian founders Mark Frumar and Oliver Lewis, has completed a \$3 million seed funding round led by Sydney VC firm EVP, with participation from Adcock Private Equity, to accelerate the expansion of its parking and mobility infrastructure platform across the United States.

The numbers: The \$3 million investment will support the growth of Modii, which currently manages over one million parking spaces in the US. The platform has demonstrated an average 8.5% revenue increase in monitored parking zones while reducing parking violations by up to 60%.

The context: The Denver-based company provides a cloud-based platform that uses artificial intelligence to analyze and optimize parking infrastructure. Its client base includes several 2026 FIFA World Cup host cities, major US metropolitan areas, and five of the country's largest universities by daily attendance. The funding follows a two-year research study with the University of Texas at Arlington, funded by the North Central Texas Council of Governments, which validated the platform's effectiveness in improving parking operations and driver behavior.

What they said: "This capital raise validates both our vision and our execution," said Mark Frumar, chief executive officer of Modii. "We're now positioned to scale innovation that directly improves daily mobility experiences and infrastructure for communities across the U.S."

EVP principal Mark Velik, who will join Modii's board, said: "Modii has built a world-class product with clear customer demand. We're excited to support their continued innovation in this long overlooked but essential sector."

CONTROVERSIAL BULLET TRAIN ROUTE NOT DEAD DESPITE HUNT'S RESOLUTE OPPOSITION

By Plamedie Ifasso
June 13, 2025

The North Central Texas Council of Governments isn't giving up just yet on a proposed elevated route for the potential Dallas-to-Fort Worth bullet train project.

Recently released economic impact studies on the elevated line and additional letters from attorneys for Hunt Consolidated Inc. have raised more questions about the benefits of the route that cuts through downtown. But with more studies in the works, including one in Fort Worth, NCTCOG wants to review the reports as a group and present the findings to the Regional Transportation Council by the fall, said Michael Morris, director of transportation for the council.

"There are four studies examining the economic impact of the proposed Fort Worth-to-Dallas high-speed rail line — Dallas, Arlington, Fort Worth and the Hunts," Morris said in a statement. "... We understand two studies are complete and two are ongoing. We are awaiting the results of all four studies before reporting the results to the RTC."

It was not clear when those additional studies might be completed.

Morris also told the RTC during a June 12 meeting that he doesn't believe the recent termination of some federal funding for another proposed bullet train route, potentially connecting Dallas to Houston, will slow the overall project. The [U.S. Department of Transportation](#) announced in April it was yanking a previously awarded \$63.9 million grant between [Amtrak](#) and the Federal Railroad Administration for the high-speed rail project.

Kleinheinz Capital Partners Inc., the lead investor of the project, said it still [plans to push the project forward](#).

"I think we're going to discover [the project will] probably speed up. Mr. Kleinheinz is an original Texas Central Partners person, and we have an agreement with Texas Central Partners on the high-speed rail project," Morris said in the meeting, referring to the company that has [long pushed for a high-speed train between Texas' biggest metros](#). "We'll find out from Mr. Kleinheinz his intention. But I don't think he's managing a fire sale. I think he's interested in advancing high speed rail between Dallas and Houston."

Attorneys for Hunt [listed the termination of federal funds](#) as part of their argument against the elevated Dallas-to-Fort Worth route in recent letters to NCTCOG.

Eric Gambrell, a partner at Akin Gump Strauss Hauer & Feld LLP who represents Hunt, sent the NCTCOG nine letters between April 7 and June 2. The letters continue to voice opposition by the Dallas-based firm to the elevated route that would travel along the western edge of downtown, close to Hunt's Reunion tower and a proposed multibillion-dollar new development next door.

Gambrell also pointed to House Bill 2003, which could require the agencies behind the bullet train project to reveal information about the project funding methods, costs and timeline, and

House Bill 1402, which would stop state or local tax money from being used to support roadway alternations to make room for rail infrastructure.

A report completed by Boston Consulting Group for the City of Dallas backed up Hunt's assertion that an eastern alignment close to Reunion Tower [would lower the bullet train's economic benefits](#). According to the report, the eastern route would result in about 7,100 fewer jobs and about \$1.1 billion less in economic output.

A more western route for the proposed train, which could skirt past downtown along Riverfront Boulevard, could add roughly \$600 million more in incremental gross domestic product and 3,400 more jobs in Dallas, according to the report. But it would have more of an impact on the highway system and potentially be more disruptive to the \$325 million Harold Simmons Park project.

Overall, BCG projects that the Dallas-to-Houston line will generate an average annual GDP of \$5 billion, create 28,300 new jobs and \$8.6 billion in economic output from 2029 to 2050.

The Dallas-to-Houston bullet train has been in the works for over a decade. The project has been touted by supporters as a way to ease highway congestion as population increases in the Metroplex while critics see it as an expensive bet on trains.

DART COMMITTEE CONSIDERS POTENTIAL CHANGES TO LEADERSHIP

By Pablo Arauz Pena

June 11, 2025

Leadership at Dallas Area Rapid Transit could soon shift based on changing population numbers in the agency's service area.

On Tuesday, a board committee was briefed on its upcoming reapportionment of board members – which happens every five years.

Currently, the 13-member board is made up of seven Dallas representatives and six representatives for surrounding member cities. DART's legal counsel Gene Gamez told the committee the suburbs are slowly overtaking Dallas in percentage of population in the area the agency serves.

"When DART first started this process in '83–84 when the first apportionment came out [Dallas' population] was a little bit higher," Gamez said. "There's been a very gradual reduction.

"We'll see what happens in 2025."

Gamez said DART is working with Texas A&M's Transportation Institute to use data on the latest population estimates from the North Central Texas Council of Governments to determine reapportionment.

He said cities have options on how they select their next board member and whether they will have term limits or rotate representatives among cities.

Board chair Gary Slagel said DART should leave that decision up to the member cities.

"Instead of us picking what cities go together, let them based on population and their numbers make their selection," he said. "They also should be able to decide as a group of cities... how they are able to manage their board member."

Not all committee members agreed with Slagel.

"I think it's important that we have input both from our member cities but also from the board," said board member Michele Wong Krause, who represents Dallas. "I don't want to abdicate our stewardship either."

Wong Krause added there may be unintended consequences to letting cities have full control of their selection process.

The discussion comes after state Sen. Tan Parker floated legislation [that would have expanded DART's representation](#) to one board member per city, instead of partial representation based on population. That bill failed to make any traction during the recently concluded 89th legislative session.

Gamez told the committee there will be more briefings on the DART board's reapportionment, which is to be implemented on Sept. 1.

During the meeting, the committee also voted down a resolution requiring a two-thirds vote to approve the annual budget, an action that was recommended by member cities who say they're not getting fair representation on the DART board.

The next meeting of the DART board is June 24.

FIFA, CITY OF ARLINGTON SET TO HOST FIRST WORLD CUP ENVIRONMENTAL EVENT

By James Hartley / KERA News

June 11, 2025

A little over a year from now, floods of soccer fans from across the globe will enter North Texas to watch their teams compete in the FIFA World Cup.

While anticipation for the festivities has been boiling since Dallas — more accurately Arlington — was announced as a host city in [2022](#), the North Texas FIFA World Cup Organizing Committee is giving fans a chance to be part of the preparations.

Hosted by numerous authorities across North Texas including the city of Arlington, Trinity River Authority and FIFA, the first Lake Arlington Cleanup event will take place [June 13](#). The event is meant to rally the community to help reach the sustainability goals set by the committee and FIFA.

“It’s all about bringing the community together,” said Meghna Tare, the chief sustainability officer at the University of Texas at Arlington, who holds the same title on the committee. “We want lots of volunteers to come and be part of this. We are hoping to have a good turnout, good engagement and good support to adapt toward our sustainability program to kick-start it.”

The cleanup is the first sustainability event created by the committee and is set to take place in two areas along the lake a year before the first game is hosted at AT&T Stadium.

Registration to volunteer for the event is closed.

FIFA has [seven](#) sustainability objectives as part of its environmental strategy, all of which Tare said this event helps address:

- Foster sustainable infrastructure and operations
- Mitigate the World Cup’s climate impact
- Reduce local air pollution at tournament sites
- Reduce waste and implement circular resource management
- Protect and promote biodiversity
- Raise awareness of key environmental issues

“It supports not just water, but also litter abatement,” Tare said. “It is reducing the waste that is in our waterway but also supports biodiversity because you are having a clean waterway. Everything we do broadly touches on and supports those seven objectives.”

Since the [2014 World Cup](#) in Brazil, FIFA outlined long-term sustainability goals every four years for each country hosting a game.

However, this World Cup will be the [first](#) that the hosts were required to include a plan for sustainability and human rights into their overall proposal submitted to the FIFA Council.

The U.S., Canada and Mexico, which make up the United Bid, created a sustainability [plan](#) titled “Sustainability+.” Each host city within the three countries was told to create its own environmental plan to apply before, during and after the World Cup.

World Cup environmental concerns

The last World Cup, hosted in Qatar, was marred by environmental issues.

Ahead of the 2022 event, FIFA claimed that it would be the first-ever carbon-neutral World Cup by offsetting the carbon footprint with environmental initiatives and carbon credits. The claim was [disputed](#) by experts and, eventually, FIFA was told that it was no longer [allowed](#) to advertise the World Cup using the description.

Ahead of the upcoming World Cup, some have already brought forward concerns about the environmental toll of the event.

Experts raised [flags](#) about potential issues with record-level heat and the [expansion](#) of the tournament from 32 participating teams to 48 with 16 host cities across North America.

Brendan Lavy, an assistant professor at Texas Christian University in the department of environmental and sustainability sciences, echoed concerns about the heat and increased travel’s impact on ozone, particularly in Arlington.

He referenced the fact that the DFW area, including [Tarrant County](#), has not met the EPA’s ozone standards as a unique issue for the area.

Ozone status

For over 20 years, the Fort Worth-Dallas area has not reached the EPA’s ozone standards. In 2024, Gov. Greg Abbott [requested](#) that the EPA reclassify the area alongside others in Texas from moderate to serious nonattainment status.

By reclassifying, the region’s deadline to reach the EPA’s status was shifted to 2027. If the area fails to reach these standards by 2027, it [may face an annual fine](#) of up to \$45 million under the Clean Air Act.

“Vehicle emissions contribute to ozone formation, and when you add in high temperatures and intense sunlight, it worsens the problem,” Lavy said. “This is already a major challenge for our region, even without the added pressures of a global event.”

In April 2024, Michael Morris, the director of transportation at the North Central Texas Council of Governments, [unveiled](#) the public transportation plan to create a “bus bridge” connecting Arlington with surrounding cities. The plan calls for the use of charter buses inside Arlington to fill the hole in the city’s [nonexistent](#) public transportation.

Lavy also questioned the committee’s waste [plans](#) for the World Cup. The initiative would be good but he was unsure if it would be a long-term commitment or just something done only for the event then abandoned following the World Cup final, he said.

Tare and the committee’s hope is that the sustainability efforts can extend beyond just the World Cup and have a lasting impact, she said.

“There is a legacy piece to this conversation like, ‘What are some of the programs or initiatives that we can do that can live after the World Cup? After everyone goes back to their lives,’” Tare said.

GROCERY DELIVERY GETS A HIGH-TECH TWIST IN ARLINGTON

By Fort Worth Magazine staff
June 10, 2025



Photo courtesy of North Central Texas Council of Governments.

If you told someone a few years ago that grocery delivery in Arlington would involve a six-foot-long flying robot and a silent, electric driverless car teaming up to bring food to people's doorsteps, they might've laughed you off as a screenwriter dreaming up a new "Star Wars" spinoff. But as of last May, that sci-fi vision is very real — and it's buzzing right over East Arlington, according to the North Central Texas Council of Governments Transportation Department.

The City of Arlington, with the help of a \$780,000 grant from the U.S. Department of Energy, has just completed a pilot program that's part tech experiment, part community care. Over the course of several months, air and ground robots collaborated to deliver 300 boxes of groceries to residents who face challenges getting out to shop for themselves. It wasn't your typical delivery van route — this was a glimpse into a future where drones and autonomous electric vehicles redefine how cities serve their communities.

The program kicked off in October 2023, under the banner of the Multimodal Delivery pilot, with a mission that sounds both simple and revolutionary: to improve air quality and accessibility by using electric, self-driving machines to deliver food directly to people's homes. And the team behind it wasn't just Arlington's city planners—they tapped into the expertise of the Tarrant Area

Food Bank, UT Arlington researchers, regional government groups, and several cutting-edge tech companies like Aerialoop and Mozee.

Here's how it worked: the Tarrant Area Food Bank packed up boxes of groceries, which were then flown from a distribution hub to a drop-off point near neighborhoods by Aerialoop's ALT6-4 VTOL Delivery aircraft. This battery-powered drone, about the size of a surfboard, can carry nearly nine pounds — enough for a week's worth of essentials. Once the flying robot touched down, Mozee's autonomous electric vehicle, sleek and roomy enough to carry passengers and parcels, took over the last-mile delivery. No driver, no emissions, just quiet, efficient service.

The project wasn't just about getting food to people — it was an exploration of how technology can mesh with daily life and community needs. By analyzing data from these deliveries, Arlington and its partners are studying everything from energy efficiency to how folks feel about letting robots navigate their neighborhoods.

For now, Arlington is proving that the future doesn't have to wait for the movies. Sometimes, it's just hovering in the sky above your front yard, carrying your groceries home.

NORTH TEXAS LEADERS CONSIDER LOCAL FUNDING TO KEEP HEARTLAND FLYER RUNNING TO OKC

By Spencer Humphrey

June 11, 2025

With just months left before Texas pulls its share of funding for Amtrak's Heartland Flyer rail line, leaders on both ends of the route are scrambling to come up with a solution to keep the service alive.

They say the loss of the train, which runs between Oklahoma City and Fort Worth, would be a step backward at a time when the region's growth demands more transportation options.

Oklahoma State Sen. Mark Mann (D-Oklahoma City) said population growth is shrinking the undeveloped space between the Oklahoma City and Dallas-Fort Worth metro areas.

"Look at the Oklahoma City statistical metropolitan area and the Dallas, they get closer and closer each day," Mann said.

And with that growth comes challenges, chief among them: the worsening traffic along I-35.

"There's going to come a point very quickly, I think, where we need a viable rail option to move people between those two cities in a timely manner," he said. "At some point, we're going to have commuter rail, and instead of driving to Norman because it's going to be so congested."

But Mann also sees opportunity.

"I mean, we're bringing the Olympics in," he said. "The World Cup is going to be in the Dallas-Fort Worth area next year."

He said losing the Heartland Flyer would undercut that momentum.

"When you bring people in from other countries, they expect rail service," Mann said. "I think if this goes away, it sends a signal that we're not interested in rail service."

In a statement, Fort Worth Mayor Mattie Parker echoed that concern, calling the Heartland Flyer "key to ensuring Fort Worth's continued success as a global destination."

She pointed out Fort Worth is Amtrak's busiest station in Texas, "generating millions in economic impact annually."

On Tuesday, the North Central Texas Council of Governments (NCTCOG)—an alliance of more than 200 cities, counties and school districts in the Dallas-Fort Worth area—confirmed they are working to "figure out a long term funding solution" using local funds, once Texas' funding is set to expire in September.

"It may come down to municipalities or counties that have to step up if we want to keep the

service going," Mann said.

He said he's also working with the Oklahoma City Chamber to explore what other states have done in similar situations.

"We're currently trying to find out and ascertain has this happened in any other states? And if so, how did they handle it?" he said. "Really, anything we want to do in the future related to rail hinges on keeping this line open."

An Amtrak spokesperson told News 4 they also want to keep the Heartland Flyer running, noting they had plans to extend the line north to Kansas, where it could connect travelers to major lines headed toward Chicago and Los Angeles.

"Ending this service would sever a well-established transportation network," Amtrak said.

NORTH TEXAS OFFICIALS APPROVE \$217B FOR 25-YEAR TRANSIT PLAN. HERE'S HOW IT WILL BE SPENT

By Eric Garcia

June 12, 2025

A \$217.3 billion long-range regional transportation plan for North Texas road, rail and air quality improvements was unanimously approved June 12.

The Regional Transportation Council, a 45-member panel of elected and appointed officials, decided to spend billions of dollars for transit-related projects to aid the region as about 4 million people are expected to move to North Texas through 2050.

Most of the money — \$97.5 billion — of the Mobility 2050 plan will be spent to improve and expand freeways, tollways, tolled managed lanes and major thoroughfares.

About \$59.7 billion is allocated for rail and bus improvement projects to promote the use of public transit as a major transportation option for North Texas commuters.

The plan also calls for \$29.8 billion for infrastructure maintenance, while \$25.7 billion would be spent for management and operations. Another \$6.4 billion will be spent for strategic policy initiatives.

Spending for the plan increased by about \$1.3 billion as costs have risen in 2025, said Brendon Wheeler, a senior program manager for the North Central Texas Council of Governments.

“Projects are costing more in a post-COVID world,” he said.

As construction sprawls throughout North Texas, 10 counties in the Fort Worth-Dallas area, including Tarrant, will still maintain emissions standards to try to improve regional air quality. Nitrogen oxide emissions are estimated to increase from 70.57 tons per day in 2026 to 93.11 tons per day by 2050.

Chris Klaus, another council of governments senior program manager, said North Texas population growth will substantially increase the number of vehicles on area roads as rural and suburban sprawl increases. Highway vehicle speeds are expected to get slower with more congestion, he added.

Over the next few months, the plan will be examined for its conformity to federal standards since many of the projects will require federal grants, Klaus said.

Michael Morris, transportation director for the council of governments, suggested that local officials might consider expanding the current boundaries of the region's three transit authorities to include more cities to provide more funding as the region grows.

He urged Dallas Area Rapid Transit member cities to work together with the agency to resolve funding differences to avoid future state legislation that could impact regional rail programs. During the 2025 legislative session, lawmakers proposed two defunding bills, which ultimately failed, that could have [led to a 25% cut to DART](#) and resulted in a loss of \$7 billion over 20 years.

A proposal expanding transit authority boundaries could come before members in July, Morris said. Members could determine whether to seek a regional transit authority that would oversee regional projects.

Dallas City Council member Cara Mendelsohn said a regional solution is needed to address transit options.

"I don't think our region can wait 10 more years to talk about a transit authority," she said.

Arlington Mayor Jim Ross said Arlington has avoided being a transit agency subscriber because of the lack of regionalization related to transit options.

"We have to come together on this stuff," Ross said.

THE DALLAS MORNING NEWS

WHY NORTH TEXAS EVS COULD KEEP ON ROLLING IF FEDERAL INCENTIVES TAKE A HIT

Credits have helped drive domestic manufacturing jobs

By Amber Gaudet

June 12, 2025



A Tesla charging station is seen, Tuesday, June 10, 2025, in Dallas. (Chitose Suzuki / Staff Photographer)

The absence of federal electric vehicle incentives in the House-passed budget reconciliation bill has some analysts alarmed that it will threaten jobs and slow [EV adoption](#).

But in Dallas-Fort Worth, the data paints a murkier picture, with federal incentives appearing to have limited impact on adoption rates, according to transportation planners.

Overall, nationwide enthusiasm for EVs has dropped to its lowest since 2019, according to a [survey from AAA](#), which may translate into lower sales. And the “big, beautiful bill,” as President Donald Trump has called it, includes steep cuts to Biden-era tax credits aimed at incentivizing EV adoption.

Those include incentives for both car manufacturers and consumers, like a \$7,500 new EV credit, and \$4,000 for used electric vehicle purchases intended to make them more accessible for middle-class buyers.

Electric vehicles have gotten caught in the crosshairs of environmental policy and politics, but proponents of the credits have said they're about more than pushing a green initiative.

Tax credits have helped drive American manufacturing and jobs, giving the U.S. a boost in the global EV race. There are more than 20,000 EV jobs and over \$2 billion in announced EV investments in Texas, according to [data from the Bluegreen Alliance Foundation](#), which advocates for green jobs.

The Zero Emission Transportation Association, which represents major EV automakers like Rivian, Tesla and Lucid, [warned last fall](#) that a pullback of incentives would reverse job gains in several states, and diminish manufacturing investments.

"Our concern here is the jobs that we lose, those are short-term impacts, but they also potentially are much longer-term because if the rest of the world is sucking in these people and building this stuff, they're going to get way ahead," said Ben Prochazka, executive director of the Electrification Coalition, a Washington, D.C.-based nonpartisan advocacy group.

Though more incentive-eligible EVs have come on the market recently, some groups have long criticized the credits for being hard to get.

Only EVs with batteries built in North America — and with a majority of the minerals they contain mined or recycled on the continent — qualify for the full credit. That has [automatically disqualified many EVs on the market](#).

Couples with incomes above \$300,000 or single people with incomes of \$150,000 or more don't qualify, nor do cars with sticker prices above \$55,000 and trucks and SUVs above \$80,000.

Used vehicles do not have to be assembled in the U.S., but must sell for \$25,000 or less.

EV buyers 'have made up their mind'

On the consumer side, North Texas transportation planners say their data shows the incentives have had little impact on demand.

Registration data going back to 2021 does not show a noticeable change in the EV adoption trend when incentives came into play, according to the North Central Texas Council of Governments.

"I'm — hopefully accurately — optimistic that it's not really going to slow anything down," said Lori Clark, senior program manager of the Clean Fleet and Energy Program at NCTCOG. "I think people who are inclined to buy an electric vehicle probably just have made up their mind that they want to buy an electric vehicle."

Charger availability and the rate at which replacement vehicles are purchased are likely larger factors in overall adoption rates, she said.

In an attempt to fill gaps in charging infrastructure, Texas is [investing \\$400 million to expand statewide charger access](#) through the five-year Electric Vehicle Charging Plan that was passed in September 2023.

There are more than 140,000 EVs on the road in Dallas-Fort Worth, according to registration data from DFW Clean Cities. Most are Tesla Model Ys and Tesla Model 3s, both of which are currently eligible for federal tax credits.

A greater number of leased EVs are eligible for the credits, since income and domestic content requirements don't apply, so that sector may see greater impact, Clark pointed out.

But Prochazka of the Electrification Coalition points to an [analysis from Princeton University's ZERO Lab](#). The data estimates the budget bill would, among having other environmental and economic impacts, reduce annual EV sales by roughly 40% in 2030. That's if federal emissions regulations are cut, too.

"Absolutely these credits are meaningful from the standpoint of influencing consumer final purchase decisions," Prochazka said.

The bill also includes a \$250 annual tax for EV owners, intended to make up for the lack of gas taxes paid by non-EV drivers, which helps fund transportation infrastructure.

But the fee would equal about three times what most drivers pay in gas taxes, according to an [analysis by Consumer Reports](#).

The fees included in the House-passed reconciliation bill were absent from recommendations by several Senate committees, but could appear in the bill that comes out of the Senate Finance Committee, according to *Politico*.

Texas EV owners began paying [\\$200 a year in additional state registration fees](#) in 2023.

Proponents of the federal tax credits will face an uphill battle to preserving them, but they say EVs aren't going anywhere.

"You can still confidently buy an EV because at the end of the day, it's absolutely still going to be a part of the future of the automotive sector," Prochazka said.

"This is not going away, we are way too far down the line. The question is how fast is the transition going to happen?"

WFAA

CONTROVERSIAL DALLAS-TO-HOUSTON BULLET TRAIN ROUTE NOT DEAD DESPITE HUNT'S RESOLUTE OPPOSITION

By Plamedie Ifasson

June 13, 2025

The North Central Texas Council of Governments isn't giving up just yet on a proposed elevated route for the potential Dallas-to-Fort Worth bullet train project.

Recently released economic impact studies on the elevated line and additional letters from attorneys for Hunt Consolidated Inc. have raised more questions about the benefits of the route that cuts through downtown. But with more studies in the works, including one in Fort Worth, NCTCOG wants to review the reports as a group and present the findings to the Regional Transportation Council by the fall, said Michael Morris, director of transportation for the council.

A report completed by Boston Consulting Group for the City of Dallas backed up Hunt's assertion that an eastern alignment close to Reunion Tower [would lower the bullet train's economic benefits](#). According to the report, the eastern route would result in about 7,100 fewer jobs and about \$1.1 billion less in economic output.

Overall, BCG projects that the Dallas-to-Houston line will generate an average annual GDP of \$5 billion, create 28,300 new jobs and \$8.6 billion in economic output from 2029 to 2050. The Dallas-to-Houston bullet train has been in the works for over a decade.

DALLAS APPROVES \$1B LOAN FOR KAY BAILEY HUTCHISON CONVENTION CENTER PROJECT

The loan will allow Dallas to start construction for the FIFA World Cup tournament

By Devyani Chhetri and Maria Ramos Pacheco

June 13, 2025

The Dallas City Council approved a \$1 billion loan to move forward with the [Kay Bailey Hutchison Convention Center](#) project.

Officials want the money now to quickly pay vendors and begin purchasing materials to ready a portion of the convention ahead of next year's FIFA World Cup. The center was selected as the international broadcasting center for the World Cup and to host hundreds of journalists from around the world.

During its Wednesday meeting, the Dallas City Council voted 13-1 to approve the loan. Council member Cara Mendelsohn voted against, and Dallas Mayor Eric Johnson was absent.

Mendelsohn said the amount was too significant for a project that doesn't have a final price tag.

"This seems pretty outrageous," Mendelsohn said. "We don't even have a firm budget."

Referred to as a "bridge loan," the money would be repaid through long-term revenue bonds issued in the first half of 2026. The funding was approved through the city's 2024 bonding proposal, but that money will not be available until next year.

According to [city documents, the loan is being arranged through DNT Asset Trust](#), a financial institution tied to JPMorgan Chase. The loan has \$1 million in upfront costs for legal, banking, and consulting fees. About \$4 million is needed to manage the loan, and the total base cost is \$5 million. Additional interest will be added over time as the loan accrues.

Mendelsohn asked the city staff how they determined the need for \$1 billion.

City staff calculated the amount based on the anticipated expenditures in the next 12 months.

Jack Ireland, the chief financial officer, said the city might not use the full amount, but will draw the amount needed as the project progresses.

The city has not set a final price on the project, officials said. Once construction begins, they will have a final price tag. The current budget range is \$3.3 billion to \$3.5 billion, up from the \$1.9 billion projected initially in 2021. Previously, the city estimated it could cost as much as \$3.7 billion.

Council member Jesse Moreno said the loan is a tool that allows the city to move forward with the project.

The City Council approved the plans to rebuild the convention center and revitalize this area of the city in 2022.

Voters overwhelmingly approved a ballot proposition authorizing a 2% increase in the city's portion of the hotel occupancy tax to fund the expansion and designated improvements at Fair

Park. In addition to the 2% hotel occupancy tax increase, a project financing zone will help fund the initiative.

At that time, the city projected taking out between \$1.2 billion to \$2.1 billion in debt. Currently, the debt projection is \$2.2 billion.

Bonds are expected to cover about 67% of the project. The city is also seeking funding from other sources, including a grant from the North Central Texas Council of Governments, proceeds from asset sales, naming rights, an energy efficiency contract, parking revenue, and a cost-sharing agreement with the Department of Aviation, as the center will feature a heliport.

Renovations to the convention center, which is expected to be 2.5 million square feet, one of the largest in the United States, are scheduled for completion by 2029.

The city aims to create job opportunities downtown, increase Dallas tourism and bridge the historic economic divide between northern and southern Dallas. It also aims to compete with cities like Houston and Chicago.

THE DALLAS MORNING NEWS

HIGH-TECH TRASH CANS LAND IN DOWNTOWN DALLAS

A yearlong pilot program will assess whether they can make city sanitation more efficient

By Dallas Morning News Editorial Board
June 13, 2025



These trash bins located at Canton and Ervay streets were photographed on June 11, 2025. They are part of a pilot program to assess whether smart trash bins can make city sanitation more efficient. (Jennifer Nagorka)

You've heard of smart TVs, fridges and vacuum cleaners, now get ready for smart trash cans.

Though you may not have noticed them, a set of high-tech garbage bins has appeared in downtown Dallas through a pilot program carried out by the city, Downtown Dallas Inc. and the Child Poverty Action Lab.

The pilot is funded by CPAL and will run for a year, said Mike Hunter, chief of Parks and Public Space at DDI. The goal is to assess the cans' effectiveness for improving sanitation efficiency. Full steam ahead to finding out, we say.

Three cans are placed in the area southeast of City Hall and another three are at sites around Dallas Area Rapid Transit's West End station and West Transfer Center, city documents show. Those are high foot-traffic areas and should serve as great test locations.

But how could a trash can make sanitation more efficient, you ask? These monitor their own trash level and keep sanitation workers informed about when they need to be emptied.

In the core of downtown, there are sanitation workers who go from can to can by foot, checking on them during the day, Hunter said. The Central Business District alone is home to more than DDI 50 cans, he said.

The new cans are likely to help most in the further-flung areas of downtown, where supervisors currently have to drive trucks to each bin to check on them, Hunter explained. The smart bins notify DDI by text or email when they are 80% full, hopefully making it possible to avoid unnecessary trips, saving valuable time that can be used for other sanitation efforts, he said.

There are other desirable features too. The tank-like cans have a fully enclosed design, preventing wind and weather from sending rubbish flying, and keeping rummaging hands and paws out of the bins.

DDI's sanitation teams already do a good job keeping downtown's street trash under control. Just spend a few minutes in the Central Business District and you'll see them hard at work. If these swanky cans can make their jobs easier, the pilot goes well and the cost makes sense, we say go for it.

Surely it's wishful thinking, but could we be forgiven for hoping just a little bit that residents and visitors will be more likely to throw their own trash into a fancy bin? DDI does great work, but we can all do better cleaning up after ourselves.

NORTH TEXAS SPORTS LEADER SHARES HOPES FOR WORLD CUP AND IMPACT ON COMMUNITY

By Chris Moss

June 12, 2025



Dan Hunt, president of FC Dallas and co-chair of the North Texas FIFA World Cup Organizing Committee board, speaks to the audience during the Tarrant County Transportation Summit June 12, 2025, in Hurst. (Chris Moss | Arlington Report)

Elected officials, business executives and local leaders converged in the Hurst Conference Center to talk and reflect on the road to the World Cup and what the future holds for the area during and after the beautiful game's largest event.

During the annual Tarrant Transportation Summit, Dan Hunt, chairman of the Dallas 2026 World Cup bid committee, and Chuck Cooperstein, current radio announcer for the Dallas Mavericks, discussed how officials can turn infrastructure created for the World Cup into long-lasting fixtures.

Hunt, president of FC Dallas, said that one of the biggest selling points for the committee to FIFA was that North Texas offered a brand-new experience for fans from across the world.

"One of my big pitches to FIFA about this region was that we're the most unique bid," Hunt said. "Having the big city of Dallas, the sports city of Arlington and how culturally authentic Fort Worth is, this is going to be a world-class experience for fans to come visit here."

Infrastructure

The DFW area's existing infrastructure made its bid economically sustainable, Hunt said. During the last World Cup, Qatar [spent](#) \$220 billion ahead of the tournament.

"I wouldn't say there's been a huge influx of our need for capital to do these things because we already have the state-of-the-art facilities here," he said.

AT&T Stadium in Arlington, which will be [renamed](#) during the World Cup, will host nine games, the most of any host city during the tournament. Alongside hosting games, the area will also serve as the host of the International Broadcast Center.

Around 2,000 broadcast media members from across the globe will descend upon North Texas in the months ahead of the World Cup. The center will also hold multiple FIFA media-related organizations, according to the soccer organization.

In November 2024, FIFA released an [updated](#) brochure for national teams to pick where they would like to stay and train while they are in the U.S.

Among the 49 options in the U.S., five are in the Fort Worth-Dallas area, including one at Texas Christian University in Fort Worth.

"We're the epicenter of World Cup 2026," Hunt said.

Transportation

Transportation has been a large topic of discussion ahead of the World Cup.

After the announcement of the World Cup games and their corresponding host cities, Michael Morris, the director of transportation for the North Central Texas Council of Governments, touted the "[bus bridge](#)" as a large factor in why the area will host the most games of any city.

Trinity Railway Express will [connect](#) Dallas to Fort Worth. From there, Via, a ride-share service launched in [2018](#) in Arlington, will bring people from Fort Worth into Arlington.

In 2021, Hunt told FIFA officials about the "driving culture" in Texas, but emphasized Morris' plans for public transportation.

"I said, 'You guys need to understand that every market is different and there will be other markets that have a lot more public transportation in their bid,'" Hunt said. "That's one thing we keep hearing, 'Oh, well there's not a lot of public transportation.' It goes back to this is very much a driving culture, but there is public transportation."

Hopes for the future of soccer in North Texas

Hunt's soccer roots run deep.

His father, Lamar Hunt, created the Dallas Tornado after watching the 1966 World Cup final, Hunt said. Hunt himself was a ball boy during the 1994 World Cup, the last hosted in the U.S.

Now, as the president of FC Dallas, Hunt said he hopes the World Cup will help the sport grow across the metroplex.

"I hope we have enough money that we can build fields in communities that need them," Hunt said. "You could build 100 soccer fields right now and FC Dallas could program them. That's how much demand there is."

Hunt also hopes the growth of the game in the area could eventually lead to a local player hitting the same level of stardom as Lionel Messi or Carli Lloyd.

For now, he said he just hopes that the game can improve the lives of locals.

“We hope we can improve young people’s lives and citizens’ lives and have community assets that are going to stick around for generations,” Hunt said. “That’s how we are going to maximize this World Cup.”

BURLESON COUNCILMEMBER JOHNSON ELECTED NCTCOG PRESIDENT

By Monica Faram
June 16, 2025

Burleson's Victoria Johnson will now represent Johnson County at a larger level. The Burleson City Councilman on Friday was elected president of the North Central Texas Council of Governments executive board.

Johnson was installed during the NCTCOG's 59th annual General Assembly at the Hurst Conference Center.

"I am honored to be NCTCOG's 2025-26 president," Johnson said. "I am looking forward to working with the executive board as we strive to build on the strong foundation laid by those who preceded us. I am certain that each of us is committed to working on the opportunities and challenges that are presented to ensure North Central Texas remains a premier region in the state and nation."

Johnson succeeds Collin County Judge Chris Hill, who will serve as past president. Richardson Councilmember Jennifer Justice was elected vice president and Erath County Judge Brandon J. Huckabee will serve as secretary/treasurer.

Also serving on the board from Johnson County is County Judge Christopher Boedeker.

The NCTCOG is a voluntary association of local government officials within the 16-county North Central Texas region centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states) and an area of about 12,800 square miles (which is larger than nine states).

The agency was established by state enabling legislation in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

Johnson was first elected to the Council Place 1 seat in May 2021. She serves on several council committees, including Community Service Corporation Type B, Community & Intergovernmental Relations Committee, Community Services Committee and Public Safety & Municipal Court Committee.

She is a 2002 graduate of Burleson High School. She earned a Bachelor of Arts in political science and history from Texas State University in 2006. She completed the Burleson Area Chamber of Commerce's Leadership Burleson program in 2008 and the Junior League of Fort Worth's All A-board Leadership training program in 2016.

Following college, she served Burleson and Johnson County as a Congressional aide. As a field representative, she worked directly with the citizens; meeting with constituents, serving as a liaison to the federal government and partnering with local officials to address community needs.

After that she was employed by the city of Burleson and Burleson ISD. After many years as a Meals on Wheels volunteer, she served as director of community engagement before making the decision to stay home to focus on family.

HOW BUSINESSES COULD HELP NORTH TEXAS AVOID \$45M IN POOR AIR QUALITY FINES

By Nicole Lopez
June 16, 2025

For several years, Dallas-Fort Worth has failed to keep major air pollutants at or under federal limits.

In order to avoid millions in fines, North Texas air quality planners are prompting industrial groups and businesses to take action to mitigate emissions.

Sixteen oil and gas companies make up some of the major sources of air pollution in Tarrant County, accounting for 6% of nitrogen oxide emissions across 16 counties in North Texas, according to data from the Texas Commission on Environmental Quality.

Nitrogen oxide is one of the two gases that leads to the formation of ozone, a harmful gas that can cause respiratory problems and other health issues.

Through the Clean Air Act, the Environmental Protection Agency has outlined limits on six major sources of air pollution, including ozone, carbon monoxide, nitrogen dioxide and particulate matter.

While Dallas-Fort Worth has kept most of those pollutants under the EPA's limits, the region has long lagged and continues to fail to meet federal standards on ozone.

The region could also be in violation of standards on particulate matter, said Chris Klaus, senior air quality program manager for the North Central Texas Council of Governments.

As of data collected June 9, the Dallas-Fort Worth region's ozone levels for 2023 to 2025 so far stand at 79 parts per billion. The EPA caps ozone at 70 parts per billion.

What is ozone?

Ground level ozone is a harmful gas produced when volatile organic compounds and nitrogen oxides emitted from human activities and natural sources react in the presence of hot, sunny weather. Vehicle emissions, industrial facilities, chemical and power plants, refineries, paints and motorized lawn equipment are identified as the major sources of ozone, according to the EPA.

Industrial entities, such as power plants, refineries and cement plants, would bear the burden of federal fines if levels don't meet federal limits.

"If we continue to not be able to reach attainment, then there's going to be fees and penalties prescribed through the Clean Air Act against point sources or (industries)," said Klaus.

The council of governments projects those fees would come out to \$45 million, if ozone levels are not brought down to be at or below 75 parts per billion by 2027.

Measures to minimize air pollutants

In a [June 10 meeting](#), air quality planners with the council of governments, the agency tasked with monitoring air quality in the region's 16 counties, proposed an array of best measures for businesses in order to minimize air pollutants, particularly ozone.

Measures include recommendations outlined by the Comprehensive Roadmap to Reduce Emissions. The plan is under development by the state environmental commission through the EPA's Climate Pollution Reduction Grants program in an effort to improve air quality across the state, said Savana Nance, principal air quality planner for the council of governments.

The plan recommends industrial sources turn to low emissions alternate fuels such as hydrogen; use carbon capture and storage technologies; and adopt ultra-low global warming potential refrigeration technologies that use natural refrigerants with shorter atmospheric lifetimes.



Savana Nance, North Central Texas Council of Government principal air quality planner, provided updates June 5, 2025, regarding the Dallas Fort Worth Air Quality Improvement Plan. (Mary Abby Goss | Fort Worth Report)

For oil and gas businesses, the state plan recommends business entities regularly replace motors and pumps, reduce flaring and capture methane emissions, and install more monitors to limit unintended emissions.

State regulators urge other commercial businesses or other entities largely contributing to air pollution to include equipment to capture methane emissions from landfills and wastewater treatment plants, transition to solar energy, and add recycling equipment to reduce waste.

Potential funds to help

The plan points out federal and state funds to help North Texas polluters put the best practices into action.

One of the funding programs is the Industrial Training and Assessment Centers. The development center offers grants to help small- to medium-sized manufacturing companies become energy efficient and reduce waste and greenhouse gas emissions.

Also outlined in the plan is the state environmental commission's Texas Voluntary Marginal Conventional Well Plugging Program. The grant program assists oil and gas well owners to transition from conventional wells to well plugs.

[Well plugging](#) involves placing a seal in low-producing oil and gas wells, which have been known to significantly contribute to methane and other air pollutants, according to the EPA.



Equipment at a natural gas drilling site owned by TEEP Barnett, a subsidiary of TotalEnergies, in west Fort Worth is visible from a nearby senior living apartment complex in May 2022. (Sandra Sadek | Fort Worth Report)

"There are great programs that have a decent amount of funding that we encourage everyone to check out," said Nance.

Aside from the state environmental commission's air quality plan, the council of governments is drafting the [Dallas-Fort Worth Air Quality Improvement Plan](#). Since 2023, air quality officials have been working on the plan that addresses projected emissions and identifies practices to improve air quality through 2050.

In a June 5 meeting, Nance and air quality planner Irlenia Hermosillo said the council of governments is working to add more measures focused on emissions generated through transportation.

Through public meetings and surveys, Dallas-Fort Worth residents cited concerns about lack of public transportation, climate change and local air quality. This prompted the council of governments to home in on all contributing sources of air pollution.

“This reinforced our decision to make sure that the (air quality improvement plan) was comprehensive and addresses criteria pollutants and (greenhouse gases),” Hermosillo said at the meeting.

Loans, economic incentives

Apart from preventive measures and grants, the council of governments discussed opportunities around loans and incentives to get businesses to do their part in managing emissions.

Through the Property Assessed Clean Energy program, commercial, industrial and multifamily property owners can take out loans to finance low-cost energy efficiency and water conservation projects through voluntary assessments made on a property.

This would help property owners see significantly lower utility costs, said Lori Clark, senior program manager at the council of governments.

A slew of tax credits for clean energy-aligned projects for businesses and industries are available, too, said Clark.

Thanks to the \$369 billion in tax credits from the Inflation Reduction Act, businesses can see larger tax returns through an array of projects including clean transportation, electric vehicles and clean energy usage.

Clark emphasized the opportunity to meet with businesses or industrial facilities should business leaders need more information or assistance on applying for programs and funding.

“This is really just an educational opportunity that we wanted to make available for everybody.”

JOHNSON COUNTY COMMISSIONER BAILEY ELECTED CHAIR OF REGIONAL TRANSPORTATION COUNCIL

By Fort Worth Report staff
June 12, 2025



Johnson County Commissioner Rick Bailey was elected chair of the Regional Transportation Council (RTC) on June 12 and will lead the 45-member transportation policymaking body for the next year. Bailey takes over from Dallas County Judge Clay Lewis Jenkins who chaired the RTC for the past 12 months.

Before his election to lead the RTC, Bailey served one-year terms as secretary and vice chair. Bailey has been a member of the Johnson County Commissioners Court since 2009.

"I want to be more of a listener than just somebody who comes in tooting a horn," he said. "I'm passionate and vocal about certain topics, but I also know when to listen. I want to hear what everyone in the room has to say and contribute."

Cedar Hill Mayor Stephen Mason was elected vice chair for 2025-26, and Denton City Councilmember Jill Jester will serve as secretary. Mason was appointed to the RTC in May 2024, while Jester has served on the policymaking body since August 2024.

The RTC includes local elected or appointed officials from the 12-county Dallas-Fort Worth area and representatives from the region's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a population of more than 8.5 million people.

In other action at its June 12 meeting, the RTC approved:

Mobility 2050, the next long-range transportation plan for the 12-county region, which calls for \$217 billion to be spent over the next 25 years on the multimodal transportation system. For more information, visit [NCTCOG.org/planinprogress](https://nctcog.org/planinprogress).

Nearly \$60 million in federal funding for construction of 12 active transportation projects located in Collin, Dallas, Denton and Tarrant counties.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

As the transportation policymaking body for one of the fastest-growing metropolitan areas in the country, the RTC often has taken an innovative approach to moving people to ensure that as the population continues to grow, the transportation system can meet the demand. High-speed rail is one current example. The North Central Texas Council of Governments is studying a

potential high-speed rail line that could connect Fort Worth, Arlington and Dallas to the planned Dallas-to-Houston line.

Additionally, NCTCOG's Regional Transit 2.0 is an effort intended to help transportation managers, board members and elected officials develop a next generation transit system for a region whose population is expected to eclipse 12 million by 2050. NCTCOG and the RTC will work between legislative sessions on a plan to develop a transit system that will meet the needs of a region expanding beyond the boundaries established when the existing transit providers were created decades ago.

The new officers will serve in their positions through June 2026. For more information, visit NCTCOG.org/rtc.

ONE TRANSIT AGENCY FOR ALL OF NORTH TEXAS? LEADERS DISCUSS FUTURE OF TRANSPORTATION

By Pablo Arauz Pena

June 16, 2025

Some local elected officials say they want to see a regional authority that can manage transit across North Texas' most populated counties.

During a meeting of the Regional Transportation Council (RTC) on Thursday, leaders discussed a proposal by transportation director Michael Morris that's meant to bring together transit agencies, city officials and other stakeholders, including the general public, to "lay out a path forward."

"Where the RTC takes a leadership position, tries to pull together a new vision for transit, probably expansion of boundaries," Morris said.

Morris' recommendation, called Policy 25-01, comes after a "heated" months-long process at the state legislature over funding for Dallas Area Rapid Transit that left cities divided on the best path forward for public transportation in North Texas.

Policy 25-01 proposes a comprehensive process ahead of the next legislative session for reviewing how to best deliver transit to North Texans over the next 25 years, potentially pulling in state funding to do so. It asks local cities and counties to implement findings from Transit 2.0, a study by the RTC that includes recommendations and a final report on what the region needs to keep up with rapid population growth.

"The [RTC] needs expansion of existing Transit Authority boundaries or creation of new Authorities to reduce future roadway congestion, improve safety, develop alternative mobility solutions through contiguous transit coverage and drive more sustainable development," the proposal reads.

Morris said the process will address "equity issues we've heard to date."

DART board chair Gary Slagel told the council he supports the proposal, calling it a "good way forward."

Dallas city council member Cara Mendelsohn said she's in favor of "dismantling" the region's three separate transit agencies – DART, Trinity Metro and DCTA – and creating a single authority. Morris responded that his proposal is meant to open a dialogue that could lead to the "option" of creating a transit agency for the region.

But Mendelsohn said she's only on board if there's a change in the sales tax structure.

A sticking point for the proposal is the cost of transit services for potential new member cities. She said she wouldn't sign on to a proposal that would ask cities to pay a full cent for each sales tax dollar, like DART member cities currently pay.

"If it's a full penny for Dallas and it's less for others, that's not going to fly," Mendelsohn said. "If it's a full penny everybody, that's not going to fly."

Arlington Mayor Jim Ross had a mixed response to the proposal.

“Arlington is excited about coming together and regionalize. We've made that commitment that as we get there, we're jumping on board,” Ross said. “But I can't justify those types of expenses in my community.”

The council will vote on Policy 25-01 at its next meeting, but Morris highlighted collaboration as key to solving the region's growing pains.

“I don't wanna see a repeat of what happened at the legislature on transit next session. Horrible fatal flaws could occur,” Morris said. “Saying it more nicely, after 43 years of a certain approach to transit, maybe a new approach to transit can prepare us for 12 and a half million people.”

COPPELL IMPROVES DART SILVER LINE ACCESS WITH NEW TRAIL

By Staff

June 12, 2025

Coppell's access to public transportation will increase through trails after the city council approved a resolution permitting the construction of a 1.5-mile trail running along the [DART Silver Line](#).

This 1.5-mile hike and bike trail will run along Southwestern Blvd. and E. Belt Line Road from S. Coppell Road to Mockingbird Lane. The trail will pass several businesses, residential areas and The Sound at Cypress Waters.

A city of Coppell presentation states this trail will increase connectivity to DART's new Cypress Waters station.

Since 2018, DART has collaborated with the North Central Texas Council of Governments and cities along the Silver Line corridor to design and construct hike and bike trails to improve connectivity and access to stations. DART has completed engineering designs and secured environmental approvals for this trail.

City documents state the trail will enhance pedestrian and bicycle connectivity "throughout the region, improving access, mobility and recreational opportunities for residents and visitors."

This project falls under Coppell's [Vision 2040 Plan](#) as the city plans to implement innovative transportation networks and connections.

City documents state this project will cost \$250,000 at the time of construction, which will come from the city's 2014 bond funds intended for DART hike and bike trails.

NEED A RIDE TO DFW AIRPORT? THERE ARE LOW-COST RAIL OPTIONS FROM FORT WORTH

By Eric Garcia

June 13, 2025



TEXRail passenger trains stop at the Dallas Fort Worth International Airport Terminal B station on June 12, 2025. (Mary Abby Goss | Fort Worth Report)

Floridian John Moore guided his suitcase, topped with a backpack, up to the rail platform at Fort Worth's Central Station.

Minutes later, the 53-year-old, a former North Texan, hopped aboard the [TEXRail](#) passenger train to Dallas Fort Worth International Airport to catch his flight home to Panama City Beach, Florida.

"I knew the train came downtown," the sales manager for Voltyx said. "I think it's pretty dependable. ... It's almost always on time."

At \$2 per train ride, the 45-minute trip is a reliable low-cost option, Moore said.

As summer travel ramps up, it's becoming more common to see people carrying luggage on board the 27-mile TEXRail line, already a popular transportation mode for DFW-based flight crews and other airport workers.

The train, which originates from the T&P Station in downtown Fort Worth, rolls through nine local stations, including those on the city's north side, North Richland Hills and downtown Grapevine. The train ends at the airport's Terminal B Station, where passengers can connect with shuttle buses or [Skylink](#) to reach other terminals.

Richard Andreski, president and CEO of Trinity Metro transit agency, said travel is booming on the TEXRail line.

"We go places people want to go," he said recently. "We're connecting people to life."

In March, nearly 70,000 people used TEXRail — a 35% increase over March 2024, according to Trinity Metro data. The train's on-time performance is 98.9%.

More people are also using [long-term parking lots](#) that are available at several TEXRail stations. For the first quarter of 2025, long-term parking usage increased 64% over the same period in 2024, data shows.

Long-term parking, which costs \$5 a day, is available at the following locations:

- Fort Worth T&P Station, 221 W. Lancaster Ave., Fort Worth
- North Side Station, 2829 Decatur Ave., Fort Worth
- Mercantile Center Station, 4233 N. Beach St., Fort Worth
- North Richland Hills/Iron Horse Station, 6351 Iron Horse Blvd., North Richland Hills
- North Richland Hills/Smithfield Station, 6420 Smithfield Road, North Richland Hills

Trinity Metro spokesperson Laura Hanna previously said each station has about 20 designated spots for long-term parking. Stations are patrolled by security officers, she added.

Riders can also access DFW Airport through the [Trinity Railway Express](#), a commuter line connecting downtown Fort Worth and downtown Dallas that 118,600 people used in March. That service also costs \$2 per ride, or \$4 for round-trip tickets.

That route, which has a 97.5% on-time performance, stops at the CentrePort Station, about 3 miles south of the airport, in far east Fort Worth near the Dallas County line. [TRE Link](#) buses then shuttle passengers to terminals.

Travelers that use an on-demand ride service such as Uber could pay significantly higher fares to reach the airport. Estimated rides from downtown Fort Worth to DFW Airport take about 32 minutes and [can cost about \\$48](#), according to Uber.

New airport technology

International passengers at DFW Airport are now being screened with new facial recognition technology to speed up security screenings.

Enhanced Passenger Processing is used by the U.S. Customs and Border Protection, or CBP, and the Transportation Security Administration, officials said. International travelers are photographed using auto capture technology for security assessments before they reach a customs officer.

“CBP is committed to enhancing national security while streamlining lawful travel,” said Diane J. Sabatino, the agency’s acting executive assistant commissioner. “By leveraging advanced technologies and mobile applications, we are transforming inspections at airports into a seamless, touchless process, enabling faster risk identification and efficient processing of legitimate visitors.”

The customs agency processed more than 420 million travelers at ports of entry in fiscal year 2024 — a nearly 7% increase over the previous year.

“CBP continues to roll out airport modernization enhancements to support the expected increase in international travel,” the agency said. “Enhanced technology ensures better allocation of resources, allowing officers to focus on higher-risk travelers, which aligns with CBP’s national security mission.”

DFW is one of 11 major airports using the new touchless technology, which has reduced wait times by 25% since launching.

The airport is also offering the One Stop Security pilot program that allows American Airlines passengers connecting from London Heathrow Airport to bypass additional TSA screening.

The airport is seeking domestic travel pick up as international travel flattens for the first time in four years, officials said at a June 5 meeting of the airport’s board of directors. Over 1.5 million passengers came through DFW over the Memorial Day weekend with the busiest day down slightly from last year.

Chris McLaughlin, DFW’s new CEO, said [a softening demand is predicted during the summer period](#) although he remains optimistic that it would rebound by making sure customers are well taken care of.

Homeward bound

Moore stayed at a nice downtown Fort Worth hotel for a relatively cheap weekday rate of about \$130 — about a third of the price normally charged — after his flight to Florida was delayed, he said.

His downtown visit, he said, was pleasant since the area is safe.

“Downtown Fort Worth is nice so I had no problems,” he said. “And it is easy to reach the train station here.”

After reaching DFW, Moore hopped off the train and made his way to the terminal from which his flight would depart.

“I’m glad this service is available,” he said.

MISSION CRITICAL PARTNERS SELECTED TO PROVIDE AI SERVICES VIA TXSHARE PROGRAM

By Press Release

June 17, 2025

[Mission Critical Partners](#)® (MCP) announced that the firm has been selected by the North Central Texas Council of Governments (NCTCOG) to provide artificial intelligence-related consulting services via the TXShare cooperative-purchasing program. NCTCOG created the program to enable municipalities, counties, school districts, and other government entities in the state of Texas to more easily and cost-effectively procure the services and solutions they need to fulfill their missions.

The selection was the result of a competitive procurement process. Through the master services agreement between NCTCOG and MCP, the latter's subject-matter experts will support TXShare member organizations as they determine how to leverage artificial intelligence to enhance operational efficiency, improve decision-making and service delivery, and foster innovation. Specifically, the SMEs will provide expertise in identifying, developing, and implementing AI strategies and solutions that align with each organization's goals.

Services that MCP will provide via the master services agreement include, but are not limited to, the following:

- Assessing current organizational processes, identifying potential AI use cases, and identifying opportunities for AI integration.
- Developing an AI implementation roadmap, including governance, timelines, milestones, and deliverables.
- Ensuring that all AI implementations comply with legal standards.
- Developing a comprehensive data strategy that emphasizes data quality, governance, privacy, and security.
- Recommending AI tools, frameworks, and applications to address the specific challenges and opportunities of each organization.
- Establishing technical, administrative, and policy controls for internal AI use.
- Providing training and knowledge transfer to each organization's internal teams regarding AI capabilities, to ensure that all personnel can adopt and utilize AI tools.
- Supporting pilot and/or full-scale AI solution implementations.

"Already a remarkable number of AI use cases has emerged and many more will develop, so many that the volume will become overwhelming," said Darrin Reilly, MCP's president and CEO. "We're excited for the opportunity to help TXShare members sort through the possibilities and implement the services and solutions that best align with their missions and operational environments."

NACD NORTH TEXAS ANNOUNCES NEW CHAPTER OFFICERS AND BOARD MEMBER

By Lance Murray

June 17, 2025

Tom Leppert, former mayor of Dallas and a longtime business leader, has been elected board chair of the North Texas Chapter of the National Association of Corporate Directors. He succeeds Renee Arrington, who now serves as immediate past chair.

Joining him in chapter leadership is Debra L. von Storch, a veteran EY executive and seasoned board member, who will serve as board vice chair for the 2025–2026 term.

The new officer appointments are part of a broader update from NACD North Texas, which also announced new and continuing board members, effective July 1. The organization serves nearly 1,000 members in the Dallas-Fort Worth region and focuses on advancing excellence in corporate governance through education, events, and networking.

Leppert brings decades of experience across both private and public sectors. His previous roles include chairman and CEO of The Turner Corp., CEO of Kaplan Inc., and CEO of Castle & Cooke Properties. He's served on boards across three continents and currently sits on the boards of Austin Industries, Irving-based Fluor Corp., Dallas Theological Seminary, and NACD North Texas.

Leppert also served as a White House Fellow in 1984, working in the Office of Policy Development and the U.S. Department of the Treasury, before serving as mayor of Dallas from 2007 to 2011.

"We proudly serve our approximately 1,000 North Texas chapter members with events, programming, and networking that prepare directors to address boardroom challenges while creating a positive return and personal relationship with our sponsors," Leppert said.

Board vice chair

Von Storch, who will serve as vice chair, has more than 40 years of experience guiding companies from startup to scale during her career at EY. She's held boardroom roles with both public and private companies and chaired audit and compensation committees of Nasdaq-listed firms. She qualifies as a financial expert under SEC and exchange rules.

Her board service includes Vari (formerly VariDesk), Canoo Inc., CSW Industrials, and AT-RISK International. She also chairs the Zenith chapter of the Women Presidents Organization, composed of 21 CEOs from five countries, and serves on the board of the United Way of Metropolitan Dallas Foundation.

Secretary and treasurer

Todd Murray will continue to serve as secretary, the organization said. A partner at Foley & Lardner LLP, Murray is a vice president of the firm's securities enforcement and litigation practice. Murray focuses his practice on securities litigation, director and officer fiduciary duty,

and corporate governance disputes, litigation involving complex accounting, accounting fraud, financial issues, and energy-related matters.

Derek McClain will serve as treasurer. He is a former partner with Vinson & Elkins LLP, where he practiced corporate finance and securities law, and a former executive with Trammell Crow Co. and CBRE. He was the chief financial officer of Trammell Crow Co. for the seven years preceding its acquisition by CBRE. McClain is on the boards of directors of Mutual of Omaha Insurance Co., where he serves as lead independent director, and The McShane Companies. He also serves on the board of trustees of The Fund for American Studies.

New and current board members

New board member Theresa Motter was the former CEO of Van's Kitchen, a Dallas-based manufacturer of Asian snacks.

Motter has more than 35 years of experience, and she led the company for 10 years through tremendous growth, including a purpose-led rebrand, upgrade of facilities and equipment for additional capacity, as well as implementation of a strategic plan that integrated vibrant cultures and three different languages.

Motter was recognized by Walmart in an online Asian American and Pacific Islander feature and was a 2021 EY Finalist for Entrepreneur of the Year.

Motter serves as advisory board chair for Scouting America and serves on the board of Montserrat Jesuit Retreat House, Mary Immaculate School, and IDDBA, and as an active member of Orchid Giving Circle.

Current NACD North Texas board members also include Renee Arrington, immediate past chair; Gregg Ballew, nominating and governance committee co-chair; Matthew Bob; Bill Buechele; Ron Chu; Tracey Doi, membership engagement committee co-chair; Donna Epps, sponsorship committee co-chair; Shane Goodwin, programs committee co-chair; Selena La Croix, nominating and governance committee co-chair; Bets Lillo; John Mahalik, membership engagement committee co-chair; Bobby Majumder; Anne Motsenbocker, sponsorship co-chair; Cynthia Pharr-Lee; Don Robillard, Julie Silcock; and Mark Sinclair.

NACD North Texas said it provides a forum for NACD members to exchange knowledge and discuss leading boardroom practices in the Dallas and Fort Worth area.

SOUTHWEST AIRLINES ADDS NEW COCKPIT WARNING TECH AS CRASHES, CLOSE CALLS RATTLE TRAVEL

Southwest has been among several airlines involved in narrow misses at U.S. airports

By Kyle Arnold

June 16, 2025

[Southwest Airlines](#) has added new runway and landing warning systems to nearly every aircraft in its fleet, as tragic disasters and [troubling close calls](#) shake the air travel industry.

Developed by Honeywell, the SmartRunway and SmartLanding software was announced by the Dallas-based airline at the Paris Air Show on Monday.

The unveil — made at the world's marquee aviation conference — coincides with a perilous run of events that have unsettled airlines, manufacturers, regulators and consumers alike.

"Today's pilots face increasing challenges including unpredictable weather and dense traffic in limited airspace, forcing them to make split-second decisions during takeoff and landing," Honeywell Aerospace Technologies CEO and president Jim Currier, said in a statement.

"Fortunately, as the challenges evolve, so does the technology that provides the information they need in real time."

Honeywell, which makes a variety of aircraft sensors and parts, says the new technology notifies pilots when they are moving too fast, flying too high or are directed to the wrong runway.

These extra systems come on top of a series of sensors other warnings that pilots already receive when negotiating landings and takeoffs.

Related: [Dallas Love Field getting new tech to avoid near misses, close calls between jets](#)

"It is a really powerful tool, we believe, to add more barriers to potentially bad outcomes," Southwest's chief operating officer Andrew Watterson said in [an interview with *The Wall Street Journal*](#).

The system gives verbal and text warnings to pilots, similar to alerts on newer car models.

Honeywell has also been working on airport ["Surface Alert" systems](#), testing them at runways in North Texas, in an attempt to avoid incursions, excursions and collisions on the ground.

Airport congestion and runway incursions have been a big issue dating back more than two years. The topic gained momentum in February 2023, when a [Southwest Boeing 737 and a FedEx 767](#) came within about 100 feet of one another during a landing at Austin-Bergstrom International Airport.

There were more than 700 runway incursions at commercial airports during the first half of 2025, down from more than 800 during the same period a year ago, [according to Federal Aviation Administration data](#).

Meanwhile, [a tragic crash](#) between an American Airlines regional jet and a U.S. Army Blackhawk helicopter in February 2025 heightened the anxiety about safety at and around airports, including increased [focus on air traffic control staffing and airport congestion](#).

WILL DART AND SUBURB CITIES FIND COMMON GROUND IN FUNDING FIGHT?

By Pablo Arauz Pena

June 17, 2025

The discussion over funding for Dallas Area Rapid Transit isn't over.

After a group of North Texas lawmakers tried to push legislation that would have cut funding for the agency, transit leaders and advocates are regrouping following the bitter fight.

Now, the agency is holding public hearings at cities around the region this month about potential services changes – including cuts to bus routes, on-demand GoLink zones and frequency of the Trinity Rail Express – as DART moves ahead with [a self-imposed 5% funding cut](#). It's part of an effort by DART to regain trust from some of the member cities who have pushed, locally and at the state level, for even greater cuts to a system they say isn't delivering enough.

KERA's growth and infrastructure reporter Pablo Arauz Peña has been covering the saga over DART funding since last year. He spoke with Morning Edition's Andrew Garcia about what could happen next.

Andrew Garcia: So, the legislative session ended without either bill to defund DART passing – though the bill in the House did make it further. What are both sides saying?

Pablo Arauz Peña: It's obviously a relief for DART, but its leaders are trying to be forward thinking. They want to work with all its member cities on a shared vision for the agency.

The city of Plano, which really led the push for that legislation, still wants to see kind of a "right sizing" of its payment into the system. City Manager Mark Israelson told me in an email that the city is disappointed the "efforts to address DART reform stalled" in the legislature, and that the city is going to consider "all options" in the coming months. So they're not ruling out leaving the system entirely.

Meanwhile Michael Morris, who leads the Regional Transportation Council, says regional leaders are still figuring out the next steps now that the session is over. He said it's been tense.

"Over the last 12 months we witnessed a full blaze, horrible tone, horrible conversations especially if you look at the history of our region on transportation over the last four decades," Morris told KERA. "I've never witnessed anything like this."

He wants everyone to come to a consensus on where the future of transit is going. He's proposing a process that could eventually lead to a compromise legislation in the next session that DART, member cities and all regional entities can agree on.

Compromise legislation – so what's that gonna look like?

That's not clear yet, but in March the DART board passed a resolution that would return 5% of its funds to what they call "donor cities" like Irving, Carrollton and of course Plano.

Not as big as 25%, but would still include cuts to services like low-performing bus routes, GoLink zones and Trinity Railway Express service.

So what are riders saying about the proposed cuts?

The riders I've talked to are celebrating the legislation failing but aren't too happy about these proposed service changes.

DART is holding public hearings in different member cities to discuss route cuts and services changes, but each change would also require a process of meetings for them to actually go through.

Randall Bryant, who represents Dallas on the DART board, told me he's looking forward to bringing all member cities to the table to work on what the future of DART could look like.

"We just have to do a better job of communicating, you know, what we're doing where money is going and what's the true value of transit beyond just moving people from point A to point B," Bryant said in an interview last month.

So, it sounds like the discussion about DART's funding isn't over just yet.

Not at all. And state Representative Matt Shaheen, who authored HB 3187, blamed DART's "bloated marketing department" for his bill's failure. He says he'll file legislation again next session if DART continues to overcharge cities.

I've also heard, I think in your previous reporting, that DART is going to play a huge role in the World Cup next year, is that still happening?

Yeah, Andrew, that's still happening, and the region is going to need DART resources including buses and trains along the Trinity Railway Express to transport fans to and from AT&T stadium in Arlington. It's one of the reasons why North Texas was picked as a host region for nine games, more than any other North American city. Dallas will also be hosting the International Broadcast Center downtown and Fan Fest at Fair Park.

Michael Morris at the Regional Transportation Council says if nothing at DART changes financially, then those plans should still go smoothly, but given the recent legislative battle, that could be a big if.

MILLIONS IN FEDERAL FUNDS AWARDED TO PEDESTRIAN AND BIKE TRAILS ACROSS NORTH TEXAS

By Pablo Arauz Pena/KERA News

June 18, 2025

The Regional Transportation Council has approved federal funds for a dozen bike and pedestrian projects, including a Silver Line bike trail in Addison and a Safe Routes to School plan in Richardson.

Bike and pedestrian trails in North Texas are getting a boost in funding after regional leaders approved a \$74 million investment last week.

The Regional Transportation Council recently approved \$59.6 million in federal funds for a dozen bike trail and safe school route projects in Denton, Collin, Dallas and Tarrant counties. The council is matching the funds with another \$14.4 million.

“These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area,” Kevin Kokes, program manager for the North Central Texas Council of Governments’ land-use and mobility options team, said in a news release.

The [12 projects include](#) bike facilities along Dallas Area Rapid Transit’s nearly completed Silver Line commuter rail in Addison, which was awarded \$7.7 million. Another \$12 million will go toward the T.C. Rice Trail in Carrollton, connecting Denton County Transportation Authority’s Hebron Station to DART’s Frankford Station in north Carrollton.

“In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality,” Kokes said.

Other projects include the Sycamore Trail extension in Denton, which will improve access for neighborhoods near DCTA’s Downtown Denton Transit Center. The [full list of projects](#) also includes trails in Fort Worth, Frisco and Crowley.

NCTCOG NAMES NEW EXECUTIVE BOARD PRESIDENT, HONORS REGIONAL LEADERS

By Lance Murray

June 17, 2025



City of Burleson Councilmember Victoria Johnson [Photo: NCTCOG]

Burleson Council member Victoria Johnson has been elected as president of the North Central Texas Council of Governments (NCTCOG) executive board for the next year.

Johnson was elected to lead the 17-member board June 13 during the 59th annual General Assembly at the Hurst Conference Center.

“I am honored to be NCTCOG’s 2025-2026 President,” Johnson said. “I am looking forward to working with the executive board as we strive to build on the strong foundation laid by those who preceded us. I am certain that each of us is committed to working on the opportunities and challenges that are presented to ensure North Central Texas remains a premier region in the state and nation.”

Johnson succeeds Collin County Judge Chris Hill, who will serve as past president. Richardson Council member Jennifer Justice was elected vice president, and Erath County Judge Brandon J. Huckabee will be secretary-treasurer.

Regional and government service honorees

Also, a group of individuals and governments were recognized for their contributions to regionalism and government service as part of the General Assembly meeting, NCTCOG said.

Cedar Hill Mayor Stephen Mason won the William J. Pitstick Regional Excellence Award; Carrollton City Manager Erin Rinehart was named the 2025 recipient of the Linda Keithley

Award for Women in Public Management; and the City of Decatur Police Department and the cities of Rhome and Boyd received the Mike Eastland Regional Cooperation Award.

NCTCOG said Mason has made transformative contributions to his community and the North Texas region, noting that as Cedar Hill's first African American mayor, Mason's leadership is grounded in purposeful governance and regional collaboration. His results-driven approach and visionary leadership continue to inspire and positively impact communities beyond city boundaries.

With over two decades of service and leadership, Rinehart has served as Carrollton's City Manager since January 2017.

The city of Decatur Police Department and the cities of Rhome and Boyd were honored for their efforts to consolidate their emergency dispatching operations, delivering around-the-clock service while sharing the costs of the endeavor.

Executive board members

These officials were elected during the General Assembly to serve on the Executive Board for the next year:

President – Victoria Johnson, Councilmember, City of Burleson
Vice President – Jennifer Justice, Councilmember, City of Richardson
Secretary-Treasurer – Brandon J. Huckabee, County Judge, Erath County
Past President – Chris Hill, County Judge, Collin County
Clay Lewis Jenkins, County Judge, Dallas County
Christopher Boedeker, County Judge, Johnson County
Tim O'Hare, County Judge, Tarrant County
Cara Mendelsohn, Councilmember, City of Dallas
Carlos Flores, Councilmember, City of Fort Worth
Bobbie Mitchell, County Commissioner, Denton County
Bowie Hogg, Councilmember, City of Arlington
Kameron Raburn, Mayor, City of Ennis
Gary Hulsey, Mayor, City of Haslet
David Bristol, Mayor, Town of Prosper
TJ Gilmore, Mayor, City of Lewisville
Rick Horne, Councilmember, City of Plano
The Honorable Mitch Little, State Representative, District 65, Ex Officio Member

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG serves a 16-county region of North Central Texas.

RTC APPROVES NEARLY \$60M IN FEDERAL FUNDING FOR NORTH TEXAS BICYCLE-PEDESTRIAN PROJECTS

By Lance Murray

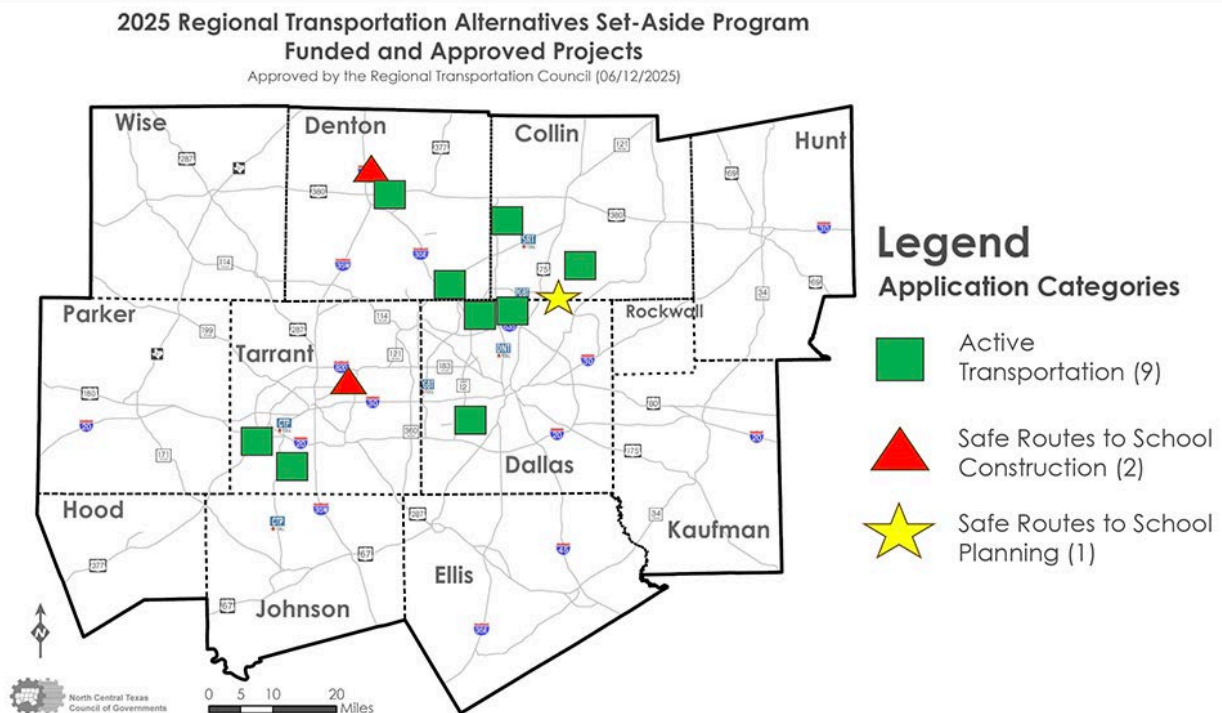
June 18, 2025

The Arlington-based Regional Transportation Council approved \$59.6 million in federal funding for 12 active transportation projects in Collin, Dallas, Denton, and Tarrant counties.

“These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services, and major hubs of employment in the Dallas-Fort Worth area,” Kevin Kokes, program manager for the North Central Texas Council of Governments’ land-use and mobility options team, said in a statement. “In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion, and improve air quality.”

The RTC said a combined \$14.4 million in local match brings the total investment in the region’s bicycle and pedestrian infrastructure to \$74 million as part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects for the North Texas region.

Funded projects



Graphic: RTC

Nine active transportation and three Safe Routes to School applications were funded, the agency said

RTC said that among the 12 approved projects are “important connections to transit stops,” including on-street bicycle facilities connecting the future Dallas Area Rapid Transit (DART) Silver Line commuter rail station in Addison with nearby housing and employment areas.

Funding for the T.C. Rice Trail in Carrollton (\$10 million) will extend the Denton County Transportation Authority A-train Rail Trail from Hebron Station in Lewisville closer to North Carrollton/Frankford Station in Carrollton, the agency said.

The Sycamore Trail extension in Denton will improve access for adjacent neighborhoods to DCTA’s Downtown Denton Transit Center for multimodal trips, RTC said. Two trail segments are funded for construction in Frisco, a portion of the Cottonwood Creek Trail and a trail connecting Frisco Square, downtown Frisco, and Grand Park.

The agency said that funded improvements surrounding schools will enhance the safety and comfort for students walking and bicycling to school campuses. In Fort Worth, for example, shared-use paths and on-street bicycle facilities will improve connections to North Crowley High School and Summer Creek Middle School. Sidewalk improvements in Richland Hills will enable more students to walk to Cheney Hills Elementary School, the agency said.

Also, the city of Richardson was awarded funding to develop Safe Routes to School plans to identify future infrastructure improvements for multiple schools across the city.

Regional transportation planning

Since 1974, the Regional Transportation Council of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization for regional transportation planning in the Dallas-Fort Worth area.

The Dallas-Fort Worth metro area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. The council’s 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area’s transportation providers.

TRINITY METRO APPROVES 10-YEAR, \$324M CONTRACT EXTENSION FOR TEXRAIL, TRE RAIL OPERATIONS

By Eric Garcia

June 17, 2025

TEXRail, Trinity Metro's passenger rail line, has a booming ridership — making it the nation's No. 1 rail system to recover from the COVID-19 pandemic, officials said.

The smooth and safe operation of the line prompted Trinity Metro's board of directors to approve a 10-year extension of the agency's contract with railroad operator Herzog Transit Services Inc. of St. Joseph, Missouri.

The extension, approved June 16, calls for Trinity Metro to pay Herzog about \$324 million over 10 years that also includes operation of the [Trinity Railway Express](#), a rail route linking downtown Fort Worth and downtown Dallas.

Under the contract, Trinity Metro will pay about \$224 million for operations and maintenance and about \$99.9 million for fuel. The contract, which includes a 3% annual escalation limit for rising expenses, is capped at about \$465 million. Capital improvements, including new railcars, are not included.

Seventy-four [TEXRail](#) trains run daily from the T&P Station in downtown Fort Worth to Dallas Fort Worth International Airport, resulting in 3.2 million trips annually. The 27-mile route has on-time performance of 98.36%, which puts it at the top of the industry, officials said.

TEXRail "is a huge success for Fort Worth and Tarrant County," said Reed Lanham, Trinity Metro's vice president of rail. The contract extension, he said, "positions us to be very successful in the future."

"This is a great deal," Lanham told the board of directors.

Trinity Metro initially contracted with Herzog in May 2015. Two years later, the board extended that contract eight more years with a 10-year extension option.

Herzog is contracted to handle general maintenance and train operations, including crews and dispatch personnel as well as management of safety systems and documentation of railroad classifications. The company will also maintain TEXRail's right-of-way corridor.

TEXRail has a strong safety record, Lanham said. However, on June 16, a pedestrian was seriously injured after being [struck by a TEXRail train](#) near the North Richland Hills/Smithfield Station at Davis Boulevard and Main Street, the North Richland Hills Fire Department said.

The pedestrian was taken to a local trauma hospital, the fire department said in a Facebook post.

TEXRail's ridership through May reached 575,917 passengers, according to Trinity Metro data. The line's most popular stations are the T&P and Central stations, downtown Grapevine and DFW Airport.

More than 886,000 people have ridden the Trinity Railway Express as of May 2025. Popular stops include the downtown Fort Worth rail stations as well as Dallas' Victory Station for sporting events at American Airlines Center and Eddie Bernice Johnson Union Station, a major connection for the Dallas Area Rapid Transit system and Amtrak passenger train service.

Board chair Jeff Davis said he is enthusiastic about increasing Fort Worth's rail service as a [TEXRail extension](#) to the Near Southside district is planned.

"Let's keep expanding," Davis said.

DALLAS-FORT WORTH BICYCLE-PEDESTRIAN PROJECTS AWARDED \$60M

By Helen Norman

June 19, 2025

The Regional Transportation Council (RTC) has approved US\$59.6m in federal funding for 12 active transportation projects located in Collin, Dallas, Denton and Tarrant counties in Texas, with the initiatives set to improve safety and access to schools.

A combined US\$14.4m in local match brings the total investment in the region's bicycle and pedestrian infrastructure to US\$74m as part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects for the North Texas region. Nine active transportation and three Safe Routes to School applications were funded.

"These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area," said Kevin Kokes, program manager for the North Central Texas Council of Governments' land-use and mobility options team. "In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality."

Among the 12 approved projects are important connections to transit stops, including on-street bicycle facilities connecting the future Dallas Area Rapid Transit (DART) Silver Line commuter rail station in Addison with nearby housing and employment areas. Funding for the TC Rice Trail in Carrollton (US\$10m) will extend the Denton County Transportation Authority (DCTA) A-train Rail Trail from Hebron Station in Lewisville closer to North Carrollton/Frankford Station in Carrollton.

The Sycamore Trail extension in Denton will improve access for adjacent neighborhoods to DCTA's Downtown Denton Transit Center for multimodal trips. Two trail segments are funded for construction in Frisco, a portion of the Cottonwood Creek Trail and a trail connecting Frisco Square, Downtown Frisco, and Grand Park.

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Additionally, the City of Richardson was awarded funding to develop Safe Routes to School plans to identify future infrastructure improvements for multiple schools across the city.

FEDERAL CONSTRUCTION DISPUTES PUSH BACK PANTHER ISLAND'S FLOOD CONTROL PROJECT

By Nicole Lopez

June 19, 2025



This rendering shows the Panther Island/Central City flood control project's footprint looking south over Main Street toward downtown. (Courtesy photo | Tarrant Regional Water District)

Federal officials are seeking a contractor to begin construction on rerouting the Trinity River as part of the [\\$1.16 billion Central City federal flood control project](#), but groundbreaking won't begin until spring 2026.

The U.S. Army Corps of Engineers is accepting contract proposals from construction firms through early fall 2025, Kate Beck, program director for the Tarrant Regional Water District, said during a [June 17 board meeting](#).

The Corps of Engineers is tasked with designing and constructing the 1.5-mile bypass channel to redirect the Trinity River and provide flood protection. The water district is responsible for overseeing the Central City flood control project.

The bypass will be broken up into a north and south channel, creating the appearance of a natural island, dubbed [Panther Island](#), on hundreds of acres of former industrial land between downtown and the predominantly Hispanic Northside neighborhood.

With design plans complete, the northern portion of the bypass will be the first to undergo construction beginning in spring 2026. Completion is expected as early as 2028. Construction of the north channel of the bypass was originally planned to [begin in summer 2025](#).

The Corps of Engineers planned to evaluate and review proposals to award the contract for construction beginning the week of June 16. However, plans were halted because of a dispute between unions and federal agencies, Beck said.

The U.S. Department of Defense is [reviewing its military construction projects](#) to determine which of those may or may not require the use of [project labor agreements](#). Through those agreements, the federal government exclusively awards public construction projects to unionized firms.

The Department of Defense's review comes after the organization North America's Building Trades Unions filed a lawsuit in April and [won a temporary move](#) to keep the project requirements following Defense Secretary Pete Hegseth's call in February to remove them from construction contracts worth \$35 million or more.

With the Central City flood control project well over that limit, the Corps of Engineers is now set to begin considering applications for construction two months from now, Beck said.

In its search for a contractor, the Corps of Engineers will review applicants for compliance, pricing, previous project history, technical approach and risk mitigation.

"We know there's a lot of interest based on pre-bid activities from major construction firms," Beck said.

The flood control project is still set to see a completion date in 2032 amid delays in other areas of construction.

Construction crews are also responsible for relocating storm drains, sewers, water utilities, and private and public infrastructure from the intended path of the north bypass channel in order for construction to move forward.

Those projects, originally planned to see completion in July 2025, were pushed to August 2025, said Clair Davis, who oversees the city of Fort Worth's work on the project, in a Dec. 3 Trinity River Vision Authority board meeting.

The flood control project previously struggled to receive federal funding under the first Trump administration following an increase in costs and yearslong delays, but gained support from the Biden administration's 2021 infrastructure law.

Before retiring in January, U.S. Rep. Kay Granger, who represented Fort Worth, requested \$160 million in federal funds in the 2025 appropriations bill to finish the Corps of Engineers' construction of the flood control project.

It is unclear if those funds will carry over into Congress under the Trump administration, U.S. Rep. Marc Veasey, D-Fort Worth, [told the Report](#) in January.

The flood control project still needs [\\$460 million](#) in federal funds to complete smaller-scale projects, including the construction of the north and south bypass channels.

MILLIONS IN FEDERAL FUNDS AWARDED TO BIKE, PEDESTRIAN TRAILS ACROSS NORTH TEXAS

By Pablo Arauz Pena

June 18, 2025

Bike and pedestrian trails in North Texas are getting a boost in funding after regional leaders approved a \$74 million investment last week.

The Regional Transportation Council recently approved \$59.6 million in federal funds for a dozen bike trail and safe school route projects in Collin, Dallas, Denton and Tarrant counties. The council is matching the funds with another \$14.4 million.

“These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area,” Kevin Kokes, program manager for the North Central Texas Council of Governments’ land-use and mobility options team, said in a news release.

The [12 projects include](#) bike facilities along Dallas Area Rapid Transit’s nearly completed Silver Line commuter rail in Addison, which was awarded \$7.7 million. Another \$12 million will go toward the T.C. Rice Trail in Carrollton, connecting Denton County Transportation Authority’s Hebron Station to DART’s Frankford station in North Carrollton.

“In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality,” Kokes said.

Other projects include the Sycamore Trail extension in Denton, which will improve access for neighborhoods near DCTA’s Downtown Denton transit center. The [full list](#) of projects also includes trails in Fort Worth, Frisco and Crowley.

NEW BIKE LANES, WALKWAYS TO CONNECT DFW TRANSIT AND SCHOOLS

By Jesse Oberoi

June 19, 2025

A dozen active transportation projects in North Texas have been awarded nearly \$60 million in federal funding.

The Regional Transportation Council (RTC) has approved \$59.6 million in funding to assist the initiatives meant to improve safety and enhance access to schools. Alongside local support of \$14.4 million, Dallas-Fort Worth will see a total of \$74 million invested in bicycle and pedestrian infrastructure improvements, part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects.

“These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area,” said Kevin Kokes, program manager for the North Central Texas Council of Governments’ land-use and mobility options team, [per](#) a press release from the organization.

“In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality.”

The Arlington-based organization says the 12 approved projects include key connections to transit stops, like on-street bicycle facilities that connect the forthcoming Addison DART Silver Line commuter rail station with housing and employment areas in the neighborhood.

Last year, *The Dallas Express* [reported](#) that the city continues to grapple with rising fatalities among pedestrians. In fact, in 2024, personal injury lawyer Matthew E. Aulsbrook [ranked](#) Dallas as the eighth most dangerous city in the United States for pedestrians.

NORTH TEXAS SECURES \$74M FOR ACTIVE TRANSPORTATION PROJECTS, BOOSTING WALKABILITY AND BIKEABILITY

By Irving Weekly Staff
June 19, 2025

The Regional Transportation Council (RTC) has approved a substantial investment of \$74 million to enhance bicycle and pedestrian infrastructure across North Texas. At its meeting on June 12, the RTC allocated \$59.6 million in federal funding, supplemented by \$14.4 million in local matching funds, for 12 active transportation projects within Collin, Dallas, Denton, and Tarrant counties.

This significant investment, part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects, aims to create safer and more accessible options for walkers and cyclists throughout the region. Nine active transportation projects and three Safe Routes to School applications received funding.

"These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area," said Kevin Kokes, program manager for the North Central Texas Council of Governments' land-use and mobility options team. "In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality."

Key projects include:

- **Addison:** On-street bicycle facilities will connect the future Dallas Area Rapid Transit (DART) Silver Line commuter rail station with nearby housing and employment centers.
- **Carrollton:** \$10 million will extend the T.C. Rice Trail, linking the Denton County Transportation Authority (DCTA) A-train Rail Trail from Hebron Station in Lewisville closer to the North Carrollton/Frankford Station.
- **Denton:** The Sycamore Trail extension will improve access for neighborhoods to DCTA's Downtown Denton Transit Center, facilitating multimodal trips.
- **Frisco:** Funding will support two new trail segments: a portion of the Cottonwood Creek Trail and a trail connecting Frisco Square, Downtown Frisco, and Grand Park.
- **Fort Worth:** Shared-use paths and on-street bicycle facilities will enhance connections to North Crowley High School and Summer Creek Middle School, improving safety for students.
- **Richland Hills:** Sidewalk improvements are funded to enable more students to walk to Cheney Hills Elementary School.
- **Richardson:** The city received funding to develop Safe Routes to School plans, identifying future infrastructure improvements for multiple schools.

These projects are expected to not only enhance connectivity but also promote public health, reduce carbon emissions, and ease traffic congestion by offering viable alternatives to vehicle travel.

SH 114 EXPANSION NEARS COMPLETION

By Mark Fadden
June 17, 2025

The Texas Department of Transportation is working to transform a nearly 3-mile stretch of SH 114 between I-35W and Hwy.

114 Business into a six-lane freeway that includes additional frontage roads. Crews will also rebuild the eastbound frontage road as part of the project.

“The purpose and need of the project is to improve mobility and bring the roadway up to current design standards,” TxDOT Public Information Officer Tila Grant said. “The proposed project is needed to meet future travel demands stemming from projected population growth and traffic volumes.”

According to TxDOT, the project cost is \$99 million. Grant said the project, which began construction in August 2023 and is slated to be completed in spring 2026, is funded by the state.

The overview

Currently, the section of SH 114 between I-35W and Hwy. 114 Business consists of two eastbound general-purpose lanes and two westbound general-purpose lanes with a grass median separating them.

Once the reconstruction is complete, those lanes will become frontage roads and the general-purpose highway lanes will replace the grass median with six new general purpose lanes.

Reconstruction of existing roads and adding new roads have caused daily lane closures between I-35W and U.S. 377, leading to traffic delays and detours.

One example is the recent detour of eastbound traffic Jan. 29-30, according to previous *Community Impact* reporting. Eastbound traffic on SH 114 was directed to the new roadway at Chadwick Parkway.

Along with SH 170, SH 114 is one of the two main east/west thoroughfares that serve AllianceTexas, a 27,000-acre mixed-use development. A cornerstone of AllianceTexas is its intermodal transportation hub, which connects air, rail and road to facilitate the movement of goods.

Nick Konen, director of strategic development for Hillwood, the developer behind AllianceTexas, said SH 114’s expansion will be a great enhancement to the region since it will provide better mobility for the movement of goods coming from and into one of the nation’s largest inland ports.

“Goods will also have easier access to I-35, which is a direct route to Canada and Mexico,” Konen said.

Retailers in Fort Worth are also excited to see the project come to completion. One of the largest retail destinations in the area is Tanger Outlets Fort Worth near Texas Motor Speedway.

Management officials said that with the evolving retailer mix at Tanger Fort Worth drawing even more visitors to the center, they are confident the SH 114 expansion will only benefit the shopping center with improved traffic flow and accessibility.

"The timing of the expansion is ideal as the northern and western suburban areas continue to experience exponential growth," a representative from Tanger Outlets said.

Diving in deeper

Besides the AllianceTexas region, this section of SH 114 serves as the main east/west artery for the city of Roanoke.

While the expansion project will ultimately increase economic activity and development in the area, it has negatively impacted businesses along that corridor during the construction phase.

"Our Roanoke businesses, such as 7-Eleven and Waffle House, have certainly been affected by some of the challenges construction creates when accessing their sites," said Siale Langi, economic development manager for Roanoke. "Some of our warehousing space found leasing more challenging through the expansion project."

Now that construction is nearly done, Langi said interest has picked up in developing some of the properties along the highway, which coincides with the increasing population in the area.

Demographic forecasts estimate North Texas will grow from roughly 8.2 million residents in 2023 to over 11 million residents in 2045, according to the North Central Texas Council of Governments.

What's next?

Two other planned SH 114 projects will also help with congestion, according to TxDOT.

The first is at the intersection of SH 114 and Championship Parkway, which includes constructing new left turn lanes, installing traffic signals and creating curb ramps. It is slated for completion in October 2028.

The second, still in the planning phase with no official start date, is an 8-mile stretch from Grapevine to Trophy Club that will add a lane in each direction.

HIGH-SPEED RAIL STUDY WILL HIGHLIGHT ECONOMIC IMPACT FOR FORT WORTH, ARLINGTON

By Eric Garcia

June 23, 2025

Fort Worth and Arlington officials will kick off a joint economic impact study of a proposed high-speed rail route from Tarrant County to Dallas.

Officials anticipate the potential rail benefits for the county's two largest cities could be massive — if the results are similar to a recently completed Dallas study showing [a \\$5 billion annual impact](#) for a proposed route to Houston.

Fort Worth City Council members approved an agreement with Arlington for an [economic analysis](#) of the proposed bullet train. The April 22 agreement calls for Fort Worth to spend up to \$75,000, while Arlington will spend \$183,750.

High-speed rail is touted as a viable transportation option as the North Texas population is expected to boom to 12 million residents within 25 years. The 4 million new people will likely affect highways the most as more cars would be on roads due to new home and business construction sprawling across the region, including Tarrant County.

The Regional Transportation Council, a 45-member policy group of elected and appointed officials within the North Central Texas Council of Governments, [approved a \\$217.3 billion long-range Mobility 2050 transportation plan](#) June 12 that calls for road, rail and air quality improvements.

Around \$97.5 billion will be spent on highway and road improvements, but the plan includes about \$59.7 billion for rail and bus improvements as well as \$29.8 billion for infrastructure maintenance, among other transit-related operations.

Michael Morris, transportation director for the council of governments, has urged Regional Transportation Council members to consider the effect that bullet trains could have on quickly moving millions of people through North Texas as booming growth continues.

"It certainly is a path forward," he said.

Dallas economic study

Dallas [approved \\$567,000](#) for its own economic impact study in 2024.

The study, released by Boston Consulting Group Inc. June 2, said the rail line between Dallas and Houston could bring a \$5 billion annual boost to Dallas County's gross domestic product from 2029 to 2050.

A high-speed rail route — possibly in 2035 — could also provide a substantial reduction of 2.5 million vehicle trips from local roads as well as improving job and educational access.

Estimated ridership is between 3 million and 6.5 million people in the first year of full operations. More than 20,000 jobs would be created for construction and continued rail operations across the state.

A Texas Central Railway representative recently told state legislators that the route between Dallas and Houston could take about [six to seven years to build](#).

Study consultants met with elected officials, developers, community stakeholders and industry experts as part of their analysis. The study looked at the proposed rail alignment near downtown Dallas as well as other options, including a tunnel under the city and using the Trinity Railway Express with elevated speeds.

“It was important that we took the time to study the benefits of high-speed rail for Dallas, and how to do it correctly,” said Dallas Mayor Pro Tem Tennell Atkins, who heads the city’s economic development committee.

The study, he said in a statement, “gives us a much clearer picture of how we can move forward strategically to benefit our residents and help build a better Dallas.”

Fort Worth, Arlington interests

A Fort Worth investment firm involved with Texas Central could help advance the Tarrant County route, which would connect with the Dallas-to-Houston line.

The project is now a private venture after a [nearly \\$64 million federal grant with Amtrak was terminated](#) by President Donald Trump’s administration.

The Texas Central project is led by top investor Kleinheinz Capital Partners Inc. of Fort Worth, which previously said it was “proud to have stepped in as the private sector sponsor of the Texas high-speed rail.”

The project would be capable of transporting passengers at about 140 miles per hour along the 271-mile trek from Houston to Fort Worth.

Fort Worth Mayor Mattie Parker, who proposed an [urban rail car system](#) for the city, has said the Tarrant County route would be “an integral part of our transportation future” to benefit Fort Worth, now the nation’s 11th-largest city with more than 1 million residents.

Arlington Mayor Jim Ross has said high-speed rail could be a game changer for the region’s third-largest city, home to an entertainment district that includes Six Flags Over Texas and stadiums for the Texas Rangers and the Dallas Cowboys.

Arlington lacks a transit system but has supported other options that enable residents to transverse the city of more than 400,000.

[Ross told RTC members](#) June 12 that Arlington has avoided being a transit agency subscriber because of the lack of regionalization related to local transit options, but urged unity for regional transit options.

The transportation council plans to look at several economic impact studies for high-speed rail once those are completed, Morris told the Report. That will help transportation council members determine what initiatives might be viable for North Texas.

“I think the studies will show that with high-speed rail, there’s a huge, significant impact,” Morris said. “But we’ll wait and see what the reports say.”

HOODLINE

LEWISVILLE HONORED WITH AWARDS FOR URBAN PLANNING

By Nate Simmons
June 22, 2025

The City of Lewisville, under the guidance of its Planning Department and Neighborhood Services, has been honored with two CLIDE Awards for 2025 by the North Central Texas Council of Governments.

Recognition came through the Business 121 Corridor Plan, which snagged an award in the Planning & Public Policy category, and the Backyard Cottage Design Competition, which drew accolades in the Raising Public Awareness category.

Adopted unanimously in January by the Lewisville City Council, the Business 121 Corridor Plan is a 20-year ambition designed to enhance the gateway that defines Lewisville's entry, targeting improvements in safety, economics, and overall aesthetics.

According to a press release from the [City of Lewisville](#), more than a quarter of the city's population and a significant portion of its workforce intersect with the corridor. The plan's foundation, rooted in community insights, consists of a dozen key goals aimed at realizing its comprehensive vision.

The second accolade went to the Backyard Cottage Design Competition, which stands as a testament to Lewisville's innovative approach in tackling affordable housing. This endeavor, supported by a grant from the American Association of Retired Persons, drew a diverse pool of participants ranging from the youth to seasoned architects.

With 67 submissions and over \$6,500 awarded to 10 winners, these designs hold the potential to fundamentally rethink the utilization of existing urban spaces in Lewisville for affordability's sake.

A previous CLIDE Award in 2023 recognized Lewisville's forward-thinking Healthy Infrastructure Plan, an initiative aimed at cultivating equity within the city's development. Through the "Explore More Lewisville" program, the city plans a decade-spanning transformation of its recreational spaces, deepening residents' connections to healthier lifestyles. While discussing the CLIDE Awards, a [statement from the city](#) expressed the importance of these framework plans and their impact on both physical and mental well-being.

As a measure of Lewisville's commitment to developmental excellence, a Special Development CLIDE Award was also won back in 2017 for Wayne Ferguson Plaza. This urban park, spanning 1.5 acres, seamlessly merges practical city infrastructure with natural aesthetics, offering a multi-use space that symbolizes the city's unity and community focus.

MORE THAN \$10M AWARDED FOR STREET IMPROVEMENTS IN THREE TARRANT COUNTY CITIES

By Eric Garcia
June 21, 2025

More than \$10 million in federal funding was approved for new bicycle-pedestrian projects in Tarrant County, officials said.

The street projects in Fort Worth, Crowley and Richland Hills are intended to aid in transportation and safety, officials said.

The projects were announced after the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, approved \$59.6 million on June 12 for 12 projects in Tarrant, Dallas, Collin and Denton counties as part of the 2025 Transportation Alternatives Set-Aside Program for North Texas.

The Tarrant County projects, including a Safe Routes to School application in Richland Hills, will be supplemented by about \$5 million in local matching funds.

“These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area,” Kevin Kokes, program manager for the council of governments’ land-use and mobility options team, said in a statement.

The funded projects will improve safety and air quality while reducing traffic congestion, Kokes said.

Fort Worth was awarded more than \$4 million for the McPherson-Summer Creek Safe Streets project on the southwest side near Crowley.

The city of Fort Worth, which will contribute about \$3.5 million, including bond funds, intends to build shared-use paths and on-street bicycle facilities to improve connections to North Crowley High School and Summer Creek Middle School. Traffic signal and crosswalk improvements are also planned as well as a new pedestrian bridge.

Improvements will occur on Summer Creek Drive from West Risinger Road to Sunflower Ridge Road; on McPherson Boulevard from the Chisholm Trail Parkway to South Hulen Street; and on South Hulen from Nightingale Drive to McPherson.

Kevin Isu, a Fort Worth senior professional engineer, said the funds will improve road safety in the area.

“The project is the design and construction of a series of bike lanes and safety improvements along McPherson Boulevard and Summer Creek Road,” Isu said. “It has also been identified within a high-injury network and improves mobility and safety.”

Meanwhile, the city of Crowley plans to construct a new path as part of the Main Street Trail extension after the city was awarded about \$1.8 million. The project, which includes \$464,000 in local funding, will run from FM 731/Crowley Road to Bicentennial Park.

In Richland Hills, \$4.7 million was awarded for sidewalk and intersection improvements to enable more students to walk to Cheney Hills Elementary School. Richland Hills officials will contribute more than \$1.1 million to the project.

The area is bounded by Baker Boulevard to the north, Scruggs Park Drive to the east, Airport Freeway to the south, and Dreeben Drive to the west.

DISCOVERY TRAIL LINKING FORT WORTH, DALLAS NEARS COMPLETION. HERE'S WHAT REMAINS

By Paris Goodman

June 23, 2025

North Texas is laying the foundation for a regional transportation system that could rival its freeway network — not with cars, but with cyclists and pedestrians at the center.

Just under 10 miles remain on a regional path connecting North Texas' two biggest cities. The long-awaited [bike and pedestrian trail](#) linking Fort Worth and Dallas is on track to be substantially completed by 2026, according to the North Central Texas Council of Governments.

The DFW Discovery Trail, a project more than a decade in the making, will span roughly 63 miles once finished. Work on the final segments is underway or scheduled. Most of the remaining segments are less than 2 miles, with the exception of a 4.5-mile stretch that will link the Trinity Trails and River Legacy Trail in Arlington.

Once completed, the trail will create a continuous path through five cities: Dallas, Fort Worth, Arlington, Grand Prairie and Irving.

Charles Devilver has been cycling his whole life and enjoys biking for recreation. He normally bikes around the [Trinity Trails in Clearfork](#), at least three times a week to get his exercise.

"These trails aren't very interrupted by cars and don't get too full, which I love," said Devilver.

Despite his love for cycling, Devilver does not plan to cycle from downtown Fort Worth to downtown Dallas once the DFW Discovery is finished. "That's quite a ways," he said. "There are plenty of trails over here."

Monica Henze is new to cycling and just started riding for her fitness and mental health with her husband, who is more experienced. Their recent ride on the Trinity Trails was actually their first time exploring it together.

"They've just expanded the trails to the Centerport train station, which is amazing," said Henze. She and her husband look forward to the trails expansion since it would allow them to go farther distances.

Ethan Ryan, a sales associate at Bike Mart in Clearfork, says the shop's location near the Trinity Trails makes the path's growing popularity easy to see.

"Most customers just want to ride on the Trinity Trail," he said. "It's already long and getting longer — they're even working on connecting it to Mansfield and Arlington, all the way to Dallas."

DFW Discovery Trail segment updates

Here are the segments remaining on the DFW Discovery Trail:

Fort Worth: Trinity Lakes Trail, 4.5 miles connecting Trinity Trails to River Legacy Trail. Construction underway, expected completion in late 2025.

Fort Worth: CentrePort Station Trail, 1.63 miles from CentrePort to Irving city limits. Construction expected to start in 2026 and be completed in early 2027.

Grand Prairie: Rock Island Trail, 1.6 miles from Fort Worth city limits to West Irving Station. No timeline for construction.

Grand Prairie: Trinity Boulevard/Roy Orr Trail, 1.81 miles from CentrePort Station Trail to existing Mike Lewis Trail. Construction expected to start in December and be completed by early 2028.

Irving: Rock Island Trail, 1.07 miles, connecting Rock Island Trail to Centennial Park Trail. No timeline for construction.

Irving: Stenter Road pedestrian crossing. No timeline for construction.

Dallas: Interstate 35E underpass. Construction expected to start and be completed in 2027.

A bigger vision for regional trails

The Regional Transportation Council on June 12 allocated \$59.6 million in federal grants to support a [dozen active transportation initiatives](#).

Along with \$14.4 million in local funding, the \$74 million investment through the 2025 Transportation Alternatives Set-Aside Program will fund bicycle and pedestrian infrastructure.

Here are the projects in Tarrant County:

Crowley: A shared use path from Crowley Road to Bicentennial Park.

Fort Worth: New paths, a bridge and traffic signal improvements along Summer Creek Drive, from West Risinger Road to Sunflower Ridge Road and along McPherson Boulevard, from Chisholm Trail Parkway to South Hulen Street; along South Hulen Street, from Nightingdale Drive to McPherson Boulevard.

Richland Hills: New sidewalks and intersection improvements for safe routes to Cheney Hills Elementary.

NORTHERN CRAIN REALTY BUSINESS PARTNERS SPLIT OVER DEVELOPMENT PLAN FOR EAST SIDE OF FORT WORTH

By Bob Francis

June 23, 2025

Real estate broker Michael Crain, who has been in partnership with Will Northern for more than five years as part of high-profile real estate firm Northern Crain Realty, has filed suit against his longtime business partner, saying he and the business were excluded from transactions involving the Woodhaven property.

In the lawsuit filed on June 20 in Judge Don Cosby's 67th District Court, Crain said Northern and others "acted without my knowledge or consent to exclude both myself and our company from a significant business transaction involving the Woodhaven Country Club property."

According to the filing, Crain originally brought in the clients representing the Woodhaven Country Club property and the area to the business, but then Northern set up a separate company without Crain's knowledge in order to acquire the property.

Crescendo Development acquired more than 160 acres in Woodhaven, including the golf course, on Fort Worth's east side in a foreclosure auction for \$8.5 million in May 2024. Crescendo Development is a separate company set up by Northern.

The Woodhaven area — near the intersection of Interstates 30 and 820 on the city's east side — includes 22 apartment complexes. The area has grown over the decades, but residents say [business development](#), including the addition of grocery store options, has lagged behind.

In February 2025, the Fort Worth City Council approved redevelopment plans for east Fort Worth's Woodhaven area — despite opposition from some residents who don't want more multifamily housing in the neighborhood.

Fort Worth Council members agreed with a Jan. 7 zoning commission decision to rezone 150 acres for a mixed-use project that would add more housing, retail shops and green spaces to the shuttered nine-hole Woodhaven golf course. Crain, a city council member who also serves on North Central Texas Council of Governments Regional Transportation Council, abstained from voting because he is a business partner of Northern.

Crain, who represents District 3 in the city's southwest side, formed Northern Crain Realty in 2019 with Northern and briefly with another partner, Ty Williams. Northern has a long track record in real estate and has been involved on the governmental side as well, serving on the Fort Worth Zoning Commission from 2013 to 2021.

"Will Northern and I have been friends and business partners for over a decade, working together to build Northern Crain Realty and to serve our clients with integrity and vision," Crain said in a statement. "Our partnership was founded on mutual trust, transparency, and a shared commitment to the neighborhoods we serve."

In a statement, Northern's attorney termed the lawsuit, "meritless."

“Crain’s petition contains a number of false allegations,” said Randall Schmidt, an attorney with Cotten Schmidt in Fort Worth. “Will Northern and his affiliated companies ... categorically deny all allegations of wrongdoing. These companies were formed and operated independently and transparently, with no violation of the governing agreements of the Northern Crain entities.”

Crain said he did not make the decision to file this lawsuit lightly.

“Unfortunately, that trust was breached when Mr. Northern, along with others, acted without my knowledge or consent to exclude both myself and our company from a significant business transaction involving the Woodhaven Country Club property,” Crain said in a statement. “This was not just a business dispute — it was a personal betrayal that undermined years of collaboration and the values upon which our partnership was built.”

In the lawsuit, Crain said he confronted Northern about the Woodhaven properties but no progress was made.

In June 2024, Northern told Crain he intended to cease the operations of Northern Crain Realty and presented Crain with a single sheet of paper outlining the separation terms.

Crain continued to request information on the Woodhaven properties, but said that was continually refused.

Crain says in the suit that he would like to see a jury determine the amount of compensation for damage for over \$1 million, excluding interest, damages, penalties and attorney’s fees.

Crain said he remains positive about the development at Woodhaven, an area that has struggled in recent decades.

“This community has tremendous potential, and I am committed to supporting efforts that bring positive, inclusive and sustainable development to the area,” he said. “I look forward to seeing Woodhaven thrive and to continuing my work on behalf of Fort Worth’s residents and neighborhoods.”

Northern’s attorney said the lawsuit will hamper development in the area, which is ongoing, Schmidt said.

“Filing this lawsuit will clearly interfere with that process,” he said.

CNBC

TESLA ROBOTAXI INCIDENTS CAUGHT ON CAMERA IN AUSTIN DRAW REGULATORS' ATTENTION

By Lora Kolodny
June 24, 2025



A Tesla robotaxi drives on the street along South Congress Avenue in Austin, Texas, on June 22, 2025 Joel Angel Juarez | Reuters

[Tesla](#) was contacted by the National Highway Traffic Safety Administration on Monday after [videos](#) posted on social media showed the company's robotaxis driving in a chaotic manner on public roads in Austin, Texas.

[Elon Musk's](#) electric vehicle maker debuted autonomous trips in [Austin](#) on Sunday, opening the service to a limited number of riders by invitation only.

In the videos shared widely online, one Tesla robotaxi was spotted traveling the wrong way down a road, and another was shown [braking hard](#) in the middle of traffic, responding to "stationary police vehicles outside its driving path," among several other examples.

A spokesperson for NHTSA said in an email that the agency "is aware of the referenced incidents and is in contact with the manufacturer to gather additional information."

Tesla Vice President of Vehicle Engineering Lars Moravy, and regulatory counsel Casey Blaine didn't immediately respond to a request for comment.

The federal safety regulator says it doesn't "pre-approve new technologies or vehicle systems." Instead, automakers certify that each vehicle model they make meets federal motor vehicle safety standards. The agency says it will investigate "incidents involving potential safety

defects,” and take “necessary actions to protect road safety,” after assessing a wide array of reports and information.

NHTSA previously initiated an [investigation](#) into possible safety defects with Tesla’s FSD-Supervised technology, or FSD Beta systems, following injurious and fatal accidents. That probe is ongoing.

The Tesla robotaxis in Austin are Model Y SUVs equipped with the company’s latest FSD Unsupervised software and hardware. The pilot robotaxi service, involving fewer than two dozen vehicles, operates during daylight hours and only in good weather, with a human safety supervisor in the front passenger seat.

The service is now limited to invited users, who agree to the terms of Tesla’s “early access program.” Those who have received invites are mostly promoters of Tesla’s products, stock and CEO.

While the rollout sent Tesla [shares up 8%](#) on Monday, the launch fell shy of fulfilling Musk’s many driverless promises over the past decade.

In 2015, Musk told shareholders Tesla cars would achieve “full autonomy” within three years. In 2016, he said a Tesla EV would be able to make a cross-country drive without needing any human intervention before the end of 2017. And in 2019, [on a call with institutional investors](#) that helped him raise more than \$2 billion, Musk said Tesla would have 1 million robotaxi-ready vehicles on the road in 2020, able to complete 100 hours of driving work per week each, making money for their owners.

None of that has happened.

Meanwhile, [Alphabet](#)-owned Waymo says it surpassed 10 million paid trips last month. Competitors [in China](#), including Baidu’s Apollo Go, WeRide and Pony.ai, are also operating commercial robotaxi fleets.

LSPS SOLUTIONS AWARDED TWO MAJOR COOPERATIVE PURCHASING CONTRACTS, EXPANDING ACCESS TO AI AND SMART CITY SOLUTIONS NATIONWIDE

By PR Newswire
June 25, 2025

LSPS Solutions, a Texas-based leader in municipal technology consulting, has secured two significant cooperative purchasing contracts to help public agencies nationwide implement advanced AI and smart city solutions.

Now an approved vendor under The Interlocal Purchasing System (TIPS), Contract #250106, LSPS Solutions can provide services to over 11,000 participating agencies, including municipalities, schools and special districts. These services range from AI strategy and compliance automation to citizen service chatbots and asset management.

Additionally, LSPS has secured a multi-year contract with the North Central Texas Council of Governments (NCTCOG), allowing cities like Dallas, Fort Worth, Waco and Victoria – and regional and national agencies – to tap into LSPS's deep expertise in digital transformation. LSPS's tailored solutions include AI-powered predictive maintenance, emergency response analytics, interactive operation and maintenance manuals, and citizen chatbots. These solutions help governments streamline interactions and improve citizen services.

"Our mission is to bring practical, scalable AI and technology solutions to the public sector," said Lynn Short, President of LSPS Solutions. "These cooperative purchasing contracts eliminate procurement barriers and accelerate the path to innovation for agencies of all sizes."

LSPS Solutions has a track record of delivering transformative results. In Victoria, the company developed a risk and resiliency plan for the water system and digitized key operations manuals. In Brazosport, LSPS partnered on large-scale water distribution improvements and surface water treatment plant operations.

"Mr. Short and his staff at LSPS maintain the highest standards and qualities in every project," said Ronnie Woodruff, General Manager at the Brazosport Water Authority.

"LSPS is more than a consultant – they're a partner in municipal transformation," said Chris Erhardt, AI and Technology Consultant at LSPS. "We work directly with city staff and leaders to build custom-fit solutions that solve real problems, not just generic software deployments."

The demand for AI-driven solutions in government is growing. A 2024 Ernst & Young survey found nearly half of state and local agencies already use AI daily. With these new contracts, LSPS Solutions is positioned to help agencies nationwide harness that potential – streamlining citizen services, safeguarding infrastructure and driving data-informed decisions.

Public agencies can take advantage of LSPS Solutions' offerings by referencing TIPS Contract #250106 or NCTCOG's TXShare program, both of which allow for immediate and compliant procurement.

About LSPS Solutions

LSPS Solutions is a Texas-based consulting firm specializing in infrastructure management,

regulatory compliance and digital transformation for municipalities and public-sector entities. Founded by former public works leaders, LSPS brings deep expertise in utility asset management, GIS integration, emergency planning and technology implementation. The firm leverages cutting-edge technology and solutions to help cities, counties and districts operate more efficiently, sustainably and transparently. LSPS Solutions proudly partners with communities across Texas and beyond to build smarter, more resilient infrastructure and deliver long-term value to residents.

BULLET TRAINS ARE PROBABLY NOT MAYBE DEFINITELY DEAD

By Bethany Erickson
June 25, 2025

Guys, I don't know what to tell you. It didn't look too great for high-speed rail in April [when I wrote](#) that the hopes for a Dallas to Houston bullet train "has become something of a multimodal transportation telenovela."

There were lots of issues: lawmakers had filed several bills in Austin that would make land acquisition difficult, the Trump administration didn't seem to be all that bullish on it and Amtrak might not move forward with it, and the company running the project has only bought a quarter of the land it needs.

Last week, Newsweek reported that a recent meeting of the U.S. High Speed Rail Association "there was tremendous excitement tinged with anxiety." (My dudes, that's my normal operating frequency.)

Officials there felt that if one of two high speed rails under construction actually were completed, the whole thing would be "wildly popular" and everyone would be fistfighting to add bullet trains across the nation. (Paraphrasing here because USHSRA meetings are not the rizz-filled hot spots you might have been led to believe they are.)

They're saying this, however, despite the fact that Transportation Secretary and MTV Real World alum Sean Duffy has scrapped the Dallas-Houston train and says the California project has "no viable path" for on time completion or budget.

The story quotes North Central Texas Council of Governments senior program manager Brandon Wheeler, who says that lack of federal leadership has been a tremendous roadblock. "Until there is, like the interstate highway system, there's a national vision to create and you have a vision around the ability to move military and goods and those kinds of things," he said.

"Until our airports get bad enough, until our roads get bad enough, until people have this massive outcry and we're able to concentrate them on something, we're going to have to find what that single vision is to rally around or we will fall behind the rest of the world."

So see you on I-45, guys.

STATE AWARDS \$25M TO TEXAS TREES FOUNDATION TO TRANSFORM SOUTHWESTERN MEDICAL DISTRICT

By Lance Murray

June 25, 2025

The state of Texas is investing \$25 million to support a nearly \$200 million transformational greening of the Harry Hines Corridor in the Southwestern Medical District, the Dallas-based Texas Trees Foundation and its coalition partners announced.

Texas Trees Foundation CEO Janette Monear said the funding “will help us turn a heat island into a healing place beyond the footprints of the buildings in which world-class care is delivered daily within.”



Rendering of footbridge overlook at Southwestern Medical District Transformation Project. Texas Trees Foundation

The funding for the pioneering streetscape and park redevelopment “ensures that Texas continues to lead with evidence-based design, research, innovation, and smart urban planning,” Monear added in a statement.

The foundation said the funding was secured during the 2025 legislative session through the leadership of State Sen. Royce West and State Rep. Rafael Anchía, with support from State Sen. Tan Parker, and State Reps. Morgan Meyer, Angie Chen Button, and others.

Dallas Innovates [first wrote about the project](#) in 2023.



Rendering of sidewalk groves at Southwestern Medical District Transformation Project. [Image: Texas Trees Foundation]

Impact of funding and project details

The Southwestern Medical District (SWMD) Transformation Project is a \$198 million public-private initiative which will revitalize more than two miles and 14 acres of aging roadway, utility, and landscape infrastructure.

“This landmark investment is more than infrastructure—it’s an affirmation of our values,” West said. “We’re safeguarding public health, championing scientific excellence, and advancing the environment through innovative improvements that are long overdue. By transforming the Harry Hines Southwestern Medical District Corridor, we’re building a future that is not only smarter and safer, but greener and more resilient—for all Texans.”

The foundation said the \$25 million allocation will accelerate a project that’s expected to yield more than \$1.6 billion in economic development, including \$300 million in new state property tax revenue.

The Southwestern Medical District—home to UT Southwestern Medical Center, Parkland Hospital, and Children’s Health—serves around 3.4 million patients a year, with 42,000 employees and 45,000 daily drivers.

The foundation said the transformation will include roadway reconstruction, next-generation stormwater and traffic control systems, expansive green infrastructure, and pedestrian-friendly, evidence-based design guided by biophilic principles. Those principles are design strategies that incorporate elements of nature into the built environment to improve human well-being, health, and productivity.

The foundation said the enhancements will improve aesthetics, increase greenspace, boost safety, and elevate air quality, mobility, and connectivity across neighborhoods.

Enhancing air quality and quality of life

The project addresses Dallas' acute Urban Heat Island effect—a condition where heat-absorbing surfaces raise temperatures in built environments, increasing energy use, degrading air quality, and heightening public health risks.

By replacing asphalt and concrete with trees, native vegetation, and green space, the SWMD Transformation Project will reduce localized temperatures and transform one of the city's hottest zones into a model of urban cooling and resilient district, the foundation said.

"The Southwestern Medical District serves millions of Texans," Anchía said. "This investment enhances safety, air quality, and quality of life for everyone and represents a model to be replicated throughout America."

Backed by strong public and philanthropic partnerships with the City of Dallas, Dallas County, and the North Central Texas Council of Governments, the \$198 million initiative continues to gain momentum. The state of Texas' \$25 million contribution serves as "a powerful catalyst" to attract additional investment and galvanize support from both the public and philanthropic sectors, the organization said.

"The economic and health impacts of this project are undeniable," Texas Trees Foundation Board Chair Dan Patterson said in a statement. "We're proud to be a part of a legacy investment that serves future generations."



Rendering of the cycling track that's part of the Southwestern Medical District Transformation Project. [Texas Trees Foundation]

Heather Stevens, campaign philanthropic and public adviser, said the investment will have a major impact on moving the corridor project forward.

"The state's investment and the leadership from our legislators are a game-changing affirmation of both vision and value. It validates years of thoughtful planning and helps realize a bold

transformation that matches the caliber of care, research, and innovation that define the Southwestern Medical District,” Stevens said. “This is more than funding—it’s a commitment to a stronger, healthier future for all Texans who rely on this vital corridor.”

FORT WORTH RECEIVES \$380,000 GRANT TO MONITOR AIR QUALITY AMID FAILURE TO MEET POLLUTION LIMITS

By Nicole Lopez

June 28, 2025

Fort Worth is receiving the last batch of federal dollars aimed at helping the city and the metroplex battle its pollution problem.

In a June 24 meeting, City Council members approved a contract amendment to receive a [\\$380,000 federal grant](#) issued through the Texas Commission on Environmental Quality. The grant is intended to support Fort Worth's air monitoring operations from June 1, 2025, to May 31, 2026.

Fort Worth leaders first entered an agreement with the state environmental commission in 2021, when the city first received half a million dollars in federal funding to participate in the Department of Homeland Security's Whole Air Monitoring grant program. The environmental commission is the entity responsible for administering funds from the federal grant program throughout the state.

The amendments to the agreement, which serve as separate but related contracts, support the city's effort to provide accurate air pollution data and ensure facilities such as industrial sites are in compliance with air quality regulations, according to a [City Council report](#).

The latest grant marks Fort Worth's fourth and final contract renewal with the state commission. Through the agreement and annual contract renewals, city leaders received a total of just under \$2 million to maintain and operate various air monitoring stations, the report states.

The last of the federal money was granted to the city's monitoring program to detect air pollutants and toxins that could harm human health in Fort Worth and Tarrant County.

The amendment requires Fort Worth officials to collect and send filters and data for analysis and perform regular audits and maintenance on the city's air monitors. Fort Worth leaders are not required to provide matching funds.

The \$380,000 grant will also open up staff positions for air quality monitoring in the city's environmental services department, with \$290,000 of the grant money to go toward salary. Additional costs for the positions will be recovered by the grant at a rate of 10% and an estimated amount of up to \$19,600.

"City leaders will continue to identify all available funding opportunities to support its air monitoring program," city spokesperson Lola McCartney said when asked how Fort Worth would continue to support the program.

With the federal funding coming through the Texas Commission on Environmental Quality, the city expects financial support will continue to be made available, McCartney said.

The city's environmental services department will be responsible for using the federal grant.

The grant money comes as air quality planners with the North Central Texas Council of Governments, the agency responsible for helping North Texas with regional planning, are set to

present the final draft of the [Dallas-Fort Worth Air Quality Improvement Plan](#) by December. The document outlines measures to improve air quality across 16 counties in North Texas, including Tarrant County, in various sectors such as transportation, energy, waste management and water.

The plan also identifies major sources of air pollutants in order to improve the region's air quality through 2050.

While North Texas is under the federal limits set for most air pollutants such as carbon monoxide and nitrogen dioxide, the area has [exceeded limits on ground-level ozone](#) as far back as the 1990s.

The region has until 2027 to bring ozone levels to 70 parts per billion or under. If the region is in violation of air quality standards, polluters or major sources of volatile organic compounds and nitrogen oxides could face annual fines of \$45 million under the [EPA's Clean Air Act](#), according to the state environmental commission.

The fate of those penalties remains unclear with the anticipated changes in federal environmental law, said University of Texas at Arlington public affairs professor Evan Mistur. Just days after Trump was sworn into office, he vowed to [roll back federal policies](#) on climate change and air quality. In a June 11 news conference, EPA director Lee Zeldin announced two proposals that would [eliminate clean air protections](#) for power plant pollution.

"Lee Zeldin has been very vocal about wanting to change the priorities of the (Environmental Protection Agency)," Mistur said. "I would expect that to definitely translate to cutting back on these restrictions, which is obviously going to make things worse."

Although federal dollars for Fort Worth's air quality monitors came from the Department of Homeland Security, Mistur said, environmental regulation and grant cuts can be seen across all levels of the federal government.

"Trump has been very outspoken about: 'Environmental regulations are not important. They need to be scaled back,'" Mistur said. "It would be very fair to expect reductions in terms of environmental funding from agencies across the board."



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

June 11, 2025

The Honorable Loren Smith
Deputy Assistant Secretary
Office of the Under Secretary for Policy
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Deputy Assistant Secretary Smith:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to express support for the City of Denton's Regional Infrastructure Accelerator Program (RIAP) grant application for the "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System" project.

The proposed project aims to enhance the integration of advanced air mobility solutions into our regional transportation network. By focusing on efficient traffic flow management for vertiports, this project promises to foster sustainable urban air travel, reduce congestion on traditional roadways, and promote economic growth throughout the Dallas-Fort Worth (DFW) region. This initiative is a significant step toward creating a more advanced and interconnected transportation system for our communities.

As the DFW region continues to experience rapid growth and increasing traffic congestion, we must explore innovative solutions to enhance our transportation infrastructure. The implementation of this project in Denton represents a significant step toward advancing air mobility in our region; providing essential services that will enhance connectivity, reduce travel times, and alleviate ground traffic congestion. By establishing a scalable air mobility framework, the City of Denton can serve as a model for other municipalities, fostering collaboration and knowledge sharing across the region. The collective investment in advanced air mobility will encourage economic development, enhance accessibility to employment centers, and create a more resilient transportation network that accommodates a growing population. This project is consistent with the policies and programs of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update, as well as the pending update, Mobility 2050.

Again, the RTC supports the City of Denton's RIAP request for "Scalable Advanced Air Mobility in the Dallas-Fort Worth Region - Implementation Plan for Denton's Vertiport Traffic Flow Management System" project. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive style.

Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

JN:kw

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



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

June 20, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Fort Worth's 2025 Safe Streets and Roads for All (SS4A) grant application for the update of the City's American with Disabilities Act (ADA) Transition Plan. This Plan would help to ensure the safety and well-being of all people using Fort Worth streets and roads. It will allow for the development of a comprehensive plan, leading to an overall reduction and ultimately, the elimination of roadway fatalities.

The City of Fort Worth has experienced tremendous growth, recently becoming the 11th largest city in the United States and the 4th largest city in Texas, resulting in an increase in users on the City's streets, highways, and roadways. The proposal to update the ADA Transition Plan will ensure accessibility to City of Fort Worth programs, services, and facilities for people with disabilities. This includes identifying any barriers on streets and roadways, developing a schedule for their removal, and outlining methods of achieving accessibility, ultimately making Fort Worth streets and roads safe for all its residents and visitors. This Plan will leverage Fort Worth's ongoing roadway safety projects, such as the Moving a Million (M1M) Master Transportation Plan and the Vision Zero Safety Action Plan, as well as its experience with community planning and outreach and effective administration of previous regional, state, and federal grant awards to develop the 2025 ADA Transition Plan.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the 2025 SS4A application submitted by Fort Worth for the City's American with Disabilities Act (ADA) Transition Plan Update. Thank you for your time and consideration of this proposal. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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



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

June 20, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Justin's 2025 Safe Streets and Roads for All (SS4A) grant application for Planning and Demonstration Activities, in collaboration with the neighboring communities of Dish and Krum. The planning will advance roadway safety in these communities and will provide vital data needed to produce a Safety Action Plan for at-grade rail crossings.

This project will provide the following benefits in each of the communities mentioned:

- **Safety** – The real-time data and situational awareness made available by these planning and safety demonstration activities will make Justin, Dish, and Krum safer for both residents and visitors to travel. Additionally, it will improve response times and safety for emergency responders.
- **Supporting Economic Growth** – The planning and safety demonstration activities included in this project will mitigate congestion and reroutes related to blocked at-grade crossings in each of these communities, improving transportation costs, reducing travel times, and mitigating safety risks in multiple rural communities.
- **Quality of Life** – The planning and safety demonstration activities included in this project will improve public health by making travel in each community safer and more efficient, reducing injury and fatality crashes, and leading to health benefits such as reduced hypertension, diabetes, obesity, and asthma.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Justin's SS4A grant application. Thank you for your time and consideration of this proposal. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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



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

June 20, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the United States Department of Transportation's Fiscal Year 2025 Safe Streets and Roadways for All (SS4A) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **Hemphill Street Community Based Safe Street Project**.

This project will improve safe travel for all modes of transportation along Hemphill Street in Fort Worth, Texas, extending north-south from the Downtown/Near Southside neighborhood border at Vickery Boulevard to the Edgecliff Village town limit at Interstate Highway (IH) 20. This safety project will be achieved by retrofitting Hemphill Street as a community based safe street project with improved sidewalks, pedestrian refuge islands, new ramps conforming to Americans with Disabilities Act (ADA) standards, upgraded traffic signals, artificial intelligence technology, and pedestrian scale lighting enhanced with Wi-Fi enabled technology. The project improvements are located within Areas of Persistent Poverty (APP) census tracts according to USDOT standards. This project aims to reinvest in the area, improve safety for all modes of travel, and connect the community through infrastructure and technology.

This proposal for federal SS4A funding is consistent with regional plans for pedestrian safety and Vision Zero. This 5.4-mile-long Hemphill Street segment is highlighted in the NCTCOG Regional Pedestrian Safety Action Plan (PSAP) as a Primary Pedestrian Safety Corridor, as well as a designated High Injury Network Roadway Segment within the NCTCOG Regional Roadway Safety Plan (RRSP). This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the 2025 SS4A application submitted by NCTCOG for the Hemphill Street Community Based Safe Street project. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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



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

June 18, 2025

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Robert C. Vaughn
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable W. Alvin New
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Alejandro G. Meade III
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

The Honorable Steven D. Alvis
Commissioner
Texas Transportation Commission
125 East 11th Street
Austin, TX 78701

Dear Chairman Bugg and Commissioners Vaughn, New, Meade III, and Alvis:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to express our support for the approval of **Klyde Warren Park – Phase 2.0 (KWP2.0)** for a State Infrastructure Bank Loan. The project will build a planned extension of the existing Klyde Warren Park in Dallas, fulfilling the ultimate vision for an asset recognized locally, nationally, and globally for its unique and restorative quality of life, economic development, and community enhancement benefits.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the KWP2.0 State Infrastructure Bank Loan. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

STATE OF TEXAS
HOUSE OF REPRESENTATIVES

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0598
FAX: (512) 463-2297



5787 SOUTH HAMPTON RD.
SUITE 447
DALLAS, TEXAS 75232
(214) 941-3895
FAX: (214) 941-6859

Yvonne Davis
DISTRICT 111

June 17, 2025

Mr. Michael Morris, P.E., Director of Transportation
Regional Transportation Council
616 Six Flags Dr.
Arlington, TX 76011

Dear Mr. Morris:

After several conversations with individuals regarding the recent DART legislation, it is apparent there is a *concentrated* effort to misrepresent the facts, *actions* and outcomes *taken* during *the 89th Legislative Session*. I am dismayed as well as disappointed that this discussion evolves around personality versus facts.

As one who has fought for DART from its inception, I am not only offended but extremely concerned that some DART executives have attempted to suggest that I undermined DART.

The fact is that DART leadership failed to address the critical issue that has been looming over the agency for the last 2 *plus* legislative sessions--a very clear directive from two Legislative committees to address this issue at home before the next upcoming legislative session. The Board's last-minute action that provided for an unrealistic and unsustainable agreement that impacted the Southern sector, as well as their most vulnerable customers, clearly demonstrates that the intent was to "stall and/or do nothing". Further, it suggests DART's lack of respect for the legislative process and DART's tenuous position, plainly underestimated the changed political environment in Austin. At a minimum, this questions the *judgment of DART's leadership*.

In two previous legislative sessions as a member of the House Transportation Committee, as well as this past legislative session, I have always and will always be a strong *and effective* advocate for DART. During the interim I had multiple meetings with DART to discuss and encourage the need to develop a plan with the member cities to address their concern and acknowledge the agency's challenges before the upcoming session. I had discussions with the DART governmental affairs staff and strongly suggested that they needed to get involved before the session due to the apparent disconnect with the DART leadership's lack of movement. I have always understood the fragile coalition that created DART and the need to have, as well as maintain, strong partner

alliances for a truly regional transportation system. I cautioned DART's leadership that the legislative session was not the best venue to work these issues out.

During the course of this legislative session, because of my historical involvement and support for DART, I was asked by the author of the bill and the chair of the sub-committee for the Transportation Committee to get involved to see if we could work out a solution locally. I have heard that there is a notion that I did not help DART. I spoke with the Dallas delegation chair, Representative Venton Jones, and told him that what had been proposed by the DART leadership and staff was unacceptable to the communities and riders who depend on DART, and suggested to the DART leadership to review their proposal and submit a better plan. Again, I was contacted by the Transportation sub-committee chair and asked to try to work something out locally to prevent the legislation from moving forward. I agreed to host a meeting with the DART representatives and City of Plano. The meeting was held at Chairman Craddick's office. Participants at the meeting were selected because of their role and history with DART and City of Plano, where the legislation was initiated. Chairman Craddick was attempting to reach common ground. His goal was again to have a local remedy versus *an unpredictable or adverse* legislative solution. The DART representative at the meeting indicated that he thought the Chair did not have the votes to pass the bill. The Chair was clear that was not the issue, and assured him he could pass the bill. After an overall discussion of the situation, there was a general understanding among everyone that there was no desire to harm DART, but to look for a mutual approach to address Plano's issue. We all agreed to go back and come up with recommendations from both sides as a beginning. Plano's mayor was very open, DART was somewhat reluctant, as they indicated that they believed that Plano had not acted in good faith in the past. Chairman Craddick asked those at the meeting to start anew that day versus hashing out prior discussions that had not been successful. Plano presented an offer (enclosed), and I presented it to DART for consideration, at which time I requested from DART representatives their thoughts or counter recommendations, and they refused to provide any feedback at the time. The DART board member did receive the offer, and indicated that he would share it with the DART leadership and get back to me. (Offer attached with the dialogue between me and DART) DART's response was the proposal was unacceptable, without offering any recommendation or suggestions.

Again, DART seemed surprised that the Chairman moved forward and passed the legislation the next morning due to DART's unwillingness to take the effort seriously. How that translates into me not standing with DART is simply incorrect and *a gross misrepresentation of the facts*.

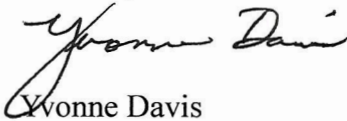
Again, I remain appalled that this misrepresentation of the facts was started by DART's staff and leadership to suggest I undermined DART. As an advocate for DART, to suggest otherwise is irresponsible, reckless, and an outright lie.

While the legislation did not pass, the recent acknowledgment from the DART leadership defining the necessary cuts and loss of services indicates that DART's proposal was disingenuous and clearly not a responsible approach to address the challenges before the agency.

I strongly urge DART's leadership to reassess their long-term goals and commitment to retaining DART's historic role and mission of addressing the mobility needs of the City of Dallas and the member cities.

Finally, to the DART leadership—your recent actions, especially during this last legislative session, are counter to your stated vision: “Your first-in-mind mobility partner.”

Sincerely,

A handwritten signature in cursive script, appearing to read "Yvonne Davis".

Yvonne Davis
State Representative
District 111

Enclosures

May 6, 2025

MEMORANDUM

TO:

FROM: Yvonne Davis, State Representative

SUBJECT: Conversation on DART Legislation – House Bill 3187

On Monday, May 5th, 2025 – Dean Craddick hosted a meeting, at my request, to attempt to look at language that would be amenable to protect the DART system.

Present in the meeting:

- Dean Craddick, Chair of Transportation
- Representative Yvonne Davis
- DART Representatives
 - Galt Graydon
 - Damarcus Offord
 - Mark Enoch
- Plano Representatives:
 - Mayor John Muns
 - Andrew Fortune
 - Mark Israelson, City Manager
 - Paul Wageman

Below is the communication regarding a proposed language change on House Bill 3187.

Mark Enoch (Enoch) 8:32 am – Yes I received it and after reviewing the letter from Andrew Fortune with Chair Slagel, it is clear that they are proposing the same bill applying to all cities with a phased in recapture of a quarter of the sales tax currently available for DART. To be clear this would devastate DART. It would allow bondholders to potentially call our debt for access to refinance at much higher rates at a cost in hundreds of millions of dollars. Even without the refinance it would force devastating cuts to the entire system, leading to decreased ridership and the ultimate destruction of DART. In short, the Plano proposal would destroy DART. We are

humbly asking that you help us by speaking to Chairman Craddick and ask him not to vote out the bill. If that does not work, please help us make sure the bill does not make it to the floor.

The proposal from Fortune means that at least 47 million would be taken from DART the first year, 94 million the next year, 141 million the next, 188 million the next and then at least 235 million every year thereafter. And from our 20 year financial plan it takes away nearly 7 Billion dollars from what DART could otherwise do for our citizens.

DART would not survive.

Please. I am begging you to help kill this bill.

Yvonne Davis (Davis) 8:48 am – I think you misread it – it says Plano's money vs the agency. (Review the summary proposal)

(As I am not a member of the Transportation Committee) I will **not** have a committee vote. On the floor I will vote against a bill against DART. I will just add I think your read and strategy are flawed but it is your call.

Davis 9:02 am - (oops) I think you misread the commitment – but know that I always have and will continue to support DART.

Enoch 9:02 am – Respectfully, I don't think I misread it. Mr. Fortune's letter only gave you an example for Plano. Please call him to verify your interpretation that the new bill would only apply to Plano. If so, I will stand corrected. If instead it provides that all cities are covered, then my last text is correct and we need your immediate help.

Enoch 9:32 am – Rep. Davis, we heard that the committee may vote it out this morning at 9:30. Please contact Rep. Canales and the Chair quickly you have a great deal of power. DART needs you.

Andrew Fortune (Fortune) Tuesday, May 6 7:38 am - As a follow-up to our conversation, please see the breakdown of the General Mobility Program proposal:

Under the current CS language, each city will have the opportunity, annually, to request up to 25% of their sales and use tax contribution from DART for eligible projects.

For example, Plano paid \$109 million in 2023. We would be eligible to request up to \$27.25 million (25% of our contribution).

Under the revised scenario I sent yesterday, if Plano's contributions in 2026 were \$120 million, we could request up to \$6 million (5% of Plano's collection). In 2027, we could request up to 10%, and so on.

I hope that helps.

Fortune – Monday, May 5th 3:46 pm - Good afternoon Representative Davis,

Thank you so much for meeting with us today.

Please see the attached summary of proposed changes to CSHB 3187. We appreciate the consideration and believe this glide path and planned implementation will provide DART plenty of time to adjust.

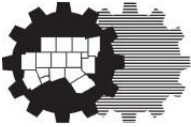
I have included a copy of the existing committee substitute for your convenience. If the Texas Legislative Council cannot turn around an amended version in time, we are happy to accomplish these changes through floor amendments.

I am in town through tomorrow afternoon. Please let me know if you have any questions.

Hand Delivered by Fortune Monday, May 5th 3:46pm:

Summary Proposal:

- Cities will not draw down on funds until October 1st, 2026
 - The General Mobility Program will have a phased-in approach:
 - 2026 – up to 5%
 - 2027 – up to 10%
 - 2028 – up to 15%
 - 2029 – up to 20%
 - 2030 – up to 25%
 - 2031 & Beyond – up to 25%
- Texas Comptroller's Office will perform an annual audit of the disaggregation of services within each city
- Moratorium – the Texas Legislature will put an eight-year moratorium on any statute changes to Chapter 452 of the Texas Transportation Code for entities created under Subchapter O (Dallas Area Rapid Transit)



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG HONORS REGIONAL LEADERS AND ANNOUNCES NEW LEADERSHIP AT 2025 GENERAL ASSEMBLY

Burleson Councilmember Victoria Johnson elected as Executive Board President

June 13, 2025 (Arlington, TEXAS) – City of Burleson Councilmember Victoria Johnson will serve as President of the North Central Texas Council of Governments (NCTCOG) Executive Board for the next year after being elected to lead the 17-member board during the 59th annual General Assembly on Friday, June 13 at the Hurst Conference Center.

Johnson succeeds Collin County Judge Chris Hill, who will serve as Past President. Richardson Councilmember Jennifer Justice was elected Vice President, and Erath County Judge Brandon J. Huckabee will serve as Secretary-Treasurer.

“I am honored to be NCTCOG’s 2025-2026 President,” Johnson said. “I am looking forward to working with the Executive Board as we strive to build on the strong foundation laid by those who preceded us. I am certain that each of us is committed to working on the opportunities and challenges that are presented to ensure North Central Texas remains a premier region in the state and nation.”

As part of the General Assembly meeting, a group of individuals and governments were recognized for their contributions to regionalism and government service. Cedar Hill Mayor Stephen Mason won the William J. Pitstick Regional Excellence Award; Carrollton City Manager Erin Rinehart was named the 2025 recipient of the Linda Keithley Award for Women in Public Management; and the City of Decatur Police Department and the cities of Rhome and Boyd received the Mike Eastland Regional Cooperation Award.

William J. Pitstick Award

Mason has made transformative contributions to his community and the North Texas region. Cedar Hill’s first African American mayor, Mason’s leadership is grounded in purposeful governance and regional collaboration. His results-driven approach and visionary leadership continue to inspire and positively impact communities beyond city boundaries.

This award, created in 1993, recognizes individuals who have demonstrated a deep commitment to regionalism and collaboration. The award is named in honor of William J. Pitstick, NCTCOG’s first Executive Director, serving in that capacity for 26 years.

Linda Keithley Award

With over two decades of service and leadership, Rinehart has served as Carrollton's City Manager since January 2017, exemplifying the professionalism and commitment to public service the award represents.

This award, established in 1986 to honor the legacy of Linda Keithley, NCTCOG's first employee and a pioneer in public service, celebrates excellence in public management by women across the region.

Mike Eastland Regional Cooperation Award

The City of Decatur Police Department and the cities of Rhome and Boyd received this award in recognition of their efforts to consolidate their emergency dispatching operations, delivering around-the-clock service while sharing the costs of the endeavor.

Formerly the Regional Cooperation Award, this honor was renamed the Mike Eastland Regional Cooperation Award this year in recognition of former Executive Director Mike Eastland, who retired in May after 32 years of service at NCTCOG.

2025-2026 Executive Board Officers and Members

The following officials were elected during the General Assembly to serve on the Executive Board for the next year:

- President – Victoria Johnson, Councilmember, City of Burleson
- Vice President – Jennifer Justice, Councilmember, City of Richardson
- Secretary-Treasurer – Brandon J. Huckabee, County Judge, Erath County
- Past President – Chris Hill, County Judge, Collin County
- Clay Lewis Jenkins, County Judge, Dallas County
- Christopher Boedeker, County Judge, Johnson County
- Tim O'Hare, County Judge, Tarrant County
- Cara Mendelsohn, Councilmember, City of Dallas
- Carlos Flores, Councilmember, City of Fort Worth
- Bobbie Mitchell, County Commissioner, Denton County
- Bowie Hogg, Councilmember, City of Arlington
- Kameron Raburn, Mayor, City of Ennis
- Gary Hulsey, Mayor, City of Haslet
- David Bristol, Mayor, Town of Prosper
- TJ Gilmore, Mayor, City of Lewisville
- Rick Horne, Councilmember, City of Plano
- The Honorable Mitch Little, State Representative, District 65, Ex Officio Member

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



PRESS RELEASE
Contact: Brian Wilson
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bwilson@nctcog.org

JOHNSON COUNTY COMMISSIONER RICK BAILEY ELECTED TO LEAD REGIONAL TRANSPORTATION COUNCIL

Cedar Hill mayor, Denton councilmember also named officers for 2025-26

June 12, 2025 (Arlington, Texas) – Johnson County Commissioner Rick Bailey was elected chair of the Regional Transportation Council (RTC) on June 12 and will lead the 45-member transportation policymaking body for the next year. Bailey takes over from Dallas County Judge Clay Lewis Jenkins who chaired the RTC for the past 12 months.

Before his election to lead the RTC, Bailey served one-year terms as secretary and vice chair. Bailey has been a member of the Johnson County Commissioners Court since 2009.

“I want to be more of a listener than just somebody who comes in tooting a horn,” he said. “I’m passionate and vocal about certain topics, but I also know when to listen. I want to hear what everyone in the room has to say and contribute.”

Cedar Hill Mayor Stephen Mason was elected vice chair for 2025-26, and Denton City Councilmember Jill Jester will serve as secretary. Mason was appointed to the RTC in May 2024, while Jester has served on the policymaking body since August 2024.

The RTC includes local elected or appointed officials from the 12-county Dallas-Fort Worth area and representatives from the region’s transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a population of more than 8.5 million people.

In other action at its June 12 meeting, the RTC approved:

- Mobility 2050, the next long-range transportation plan for the 12-county region, which calls for \$217 billion to be spent over the next 25 years on the multimodal transportation system. For more information, visit [NCTCOG.org/planinprogress](https://nctcog.org/planinprogress).
- Nearly \$60 million in federal funding for construction of 12 active transportation projects located in Collin, Dallas, Denton and Tarrant counties.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

As the transportation policymaking body for one of the fastest-growing metropolitan areas in the country, the RTC often has taken an innovative approach to moving people to ensure that as the

population continues to grow, the transportation system can meet the demand. High-speed rail is one current example. The North Central Texas Council of Governments is studying a potential high-speed rail line that could connect Fort Worth, Arlington and Dallas to the planned Dallas-to-Houston line.

NCTCOG also recently kicked off Regional Transit 2.0, an effort intended to help transportation managers, board members and elected officials develop a next generation transit system for a region whose population is expected to eclipse 12 million by 2050. NCTCOG and the RTC will work between legislative sessions on a plan to develop a transit system that will meet the needs of a region expanding beyond the boundaries established when the existing transit providers were created decades ago.

The new officers will serve in their positions through June 2026. For more information, visit [NCTCOG.org/rtc](https://nctcog.org/rtc).

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [NCTCOG.org](https://nctcog.org).

###



PRESS RELEASE
Contact: Brian Wilson
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DALLAS-FORT WORTH BICYCLE-PEDESTRIAN PROJECTS AWARDED NEARLY \$60 MILLION

Enhancements will improve safety and access to schools, major employment centers

June 17, 2025 (Arlington, Texas) – The Regional Transportation Council (RTC) approved \$59.6 million in federal funding for 12 active transportation projects located in Collin, Dallas, Denton and Tarrant counties, at its meeting June 12. A combined \$14.4 million in local match provided by the entities brings the total investment in the region's bicycle and pedestrian infrastructure to \$74 million as part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects for the North Texas region. Nine transportation alternatives projects and three Safe Routes to School projects were funded.

"These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area," said Kevin Kokes, program manager for the North Central Texas Council of Governments' land-use and mobility options team. "In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality."

Among the 12 approved projects are important connections to transit stops, including on-street bicycle facilities connecting to the future Dallas Area Rapid Transit Silver Line commuter rail station in Addison with nearby housing and employment areas. Funding for the T.C. Rice Trail in Carrollton (\$10 million) will extend the Denton County Transportation Authority (DCTA) A-train Rail Trail from Hebron Station in Lewisville closer to North Carrollton/Frankford Station in Carrollton.

The Sycamore Trail extension in Denton will improve access for adjacent neighborhoods to DCTA's Downtown Denton Transit Center for multi-modal trips. Two trail segments are funded for construction in Frisco, a portion of the Cottonwood Creek Trail and a trail connecting Frisco Square, Downtown Frisco, and Grand Park.

Funded improvements surrounding schools will enhance the safety and comfort for students walking and bicycling to school campuses. In Fort Worth shared-use paths and on-street bicycle facilities will improve connections to North Crowley High School and Summer Creek Middle School. Sidewalk improvements in Richland Hills will enable more students to walk to Cheney Hills Elementary School.

Additionally, the City of Richardson was awarded funding to develop Safe Routes to School Plans to identify future infrastructure improvements for multiple schools across the city.

For a summary of the projects funded, see the links below.

Additional Funding Details

List of Projects	Map of Projects
----------------------------------	---------------------------------

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#

Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)
 - < \$1 Million (RTC Local Funds)
 - Advancing Revenue of the State
 - Equity Adjustments for Rail Station Status and Sales Tax Collections



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

(P25-01)

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

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

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



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

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

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



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





FY2026 and FY2027
***Unified Planning Work Program for
Regional Transportation Planning***

Regional Transportation Council
July 10, 2025

Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

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

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies

Implemented through:

- 34 Subtasks
- 175-200 Programs and Projects

Funded through:

- 17 Revenue Sources
- 205 Grants





FY2026 and FY2027 Emphasis Areas

Transit Planning

Transit Coordination and Implementation

High-Speed Rail and Emerging Transportation Technology

The Metropolitan Transportation Plan

Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies

Transportation System Operation

Data Collection and Travel Models

GIS and Data Solutions

Expedited Project Delivery





FY2026 and FY2027 Emphasis Areas (Cont'd)

Coordination of Transportation and Environmental Planning Processes

Bicycle and Pedestrian Planning

Transportation Asset Management

Regional Freight Planning

Safety and Security in the Transportation Planning Process

Uncrewed Aircraft Systems

Transportation Technology and Innovation Program

Military-Community Planning

Transportation Energy



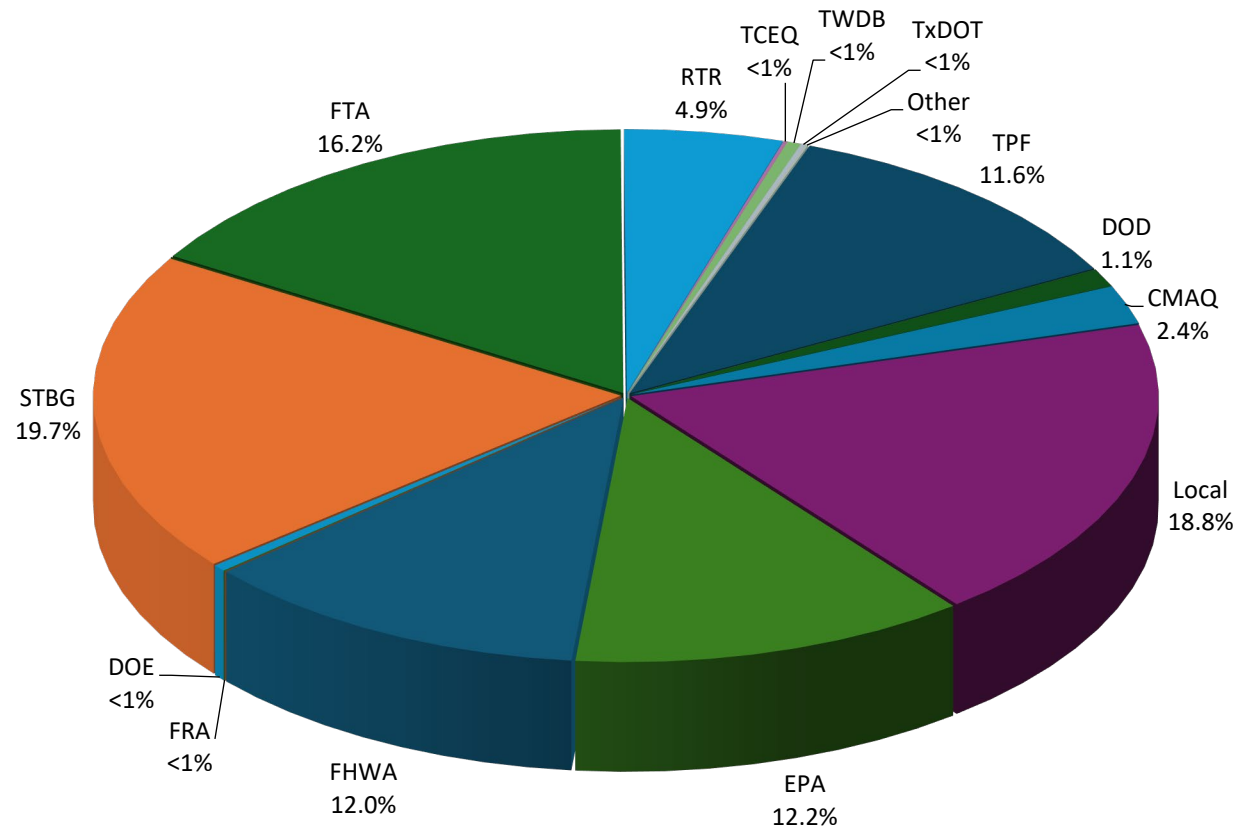
FY2026 and FY2027 TPF Funding Summary

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



Summary of Total Funding

Estimated Total Funding (all sources): \$313,745,537



Pass-through \approx 70%



Development Schedule

February 18	Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC
March 6	Issuance of Requests for Regional Project Ideas to RTC
May 23	Draft Recommendations to STTC for Information
June 5	Initiation of Public Outreach and Draft UPWP to TxDOT
June 6	Draft UPWP to STTC for Information
June 12	Draft UPWP to RTC for Information
June 27	STTC Action on Recommended UPWP
July 10	RTC Action on Recommended UPWP
July 24	Executive Board Action on Recommended UPWP
July 28	Final UPWP to TxDOT



REQUESTED ACTION – FY2026 and FY2027 Unified Planning Work Program

Regional Transportation Council approval of:

FY2026 and FY2027 Unified Planning Work Program (UPWP)

Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the projects and programs contained in the Work Program

RTC Action Item – July 10, 2025





Unified Planning Work Program Contact Information

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Vercie Pruitt-Jenkins
Administrative Program Supervisor
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Copy of FY2026 and FY2027 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>



**RESOLUTION APPROVING
THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING
(R25-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, federal law, the Infrastructure Investment and Jobs Act (IIJA), assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, the IIJA assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

WHEREAS, the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Trinity Metro, North Texas Tollway Authority, Collin County Toll Road Authority, Texas Department of Transportation, Dallas Fort Worth International Airport, and the small transportation providers; and,

WHEREAS, the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 27, 2025.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- | | |
|--------------------------|--|
| <u>Section 1.</u> | The Regional Transportation Council approves the <u>FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning</u> . |
| <u>Section 2.</u> | This resolution will be transmitted to the Texas Department of Transportation. |
| <u>Section 3.</u> | This resolution shall be in effect immediately upon its adoption. |

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 10, 2025.

Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

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

Lori Clark

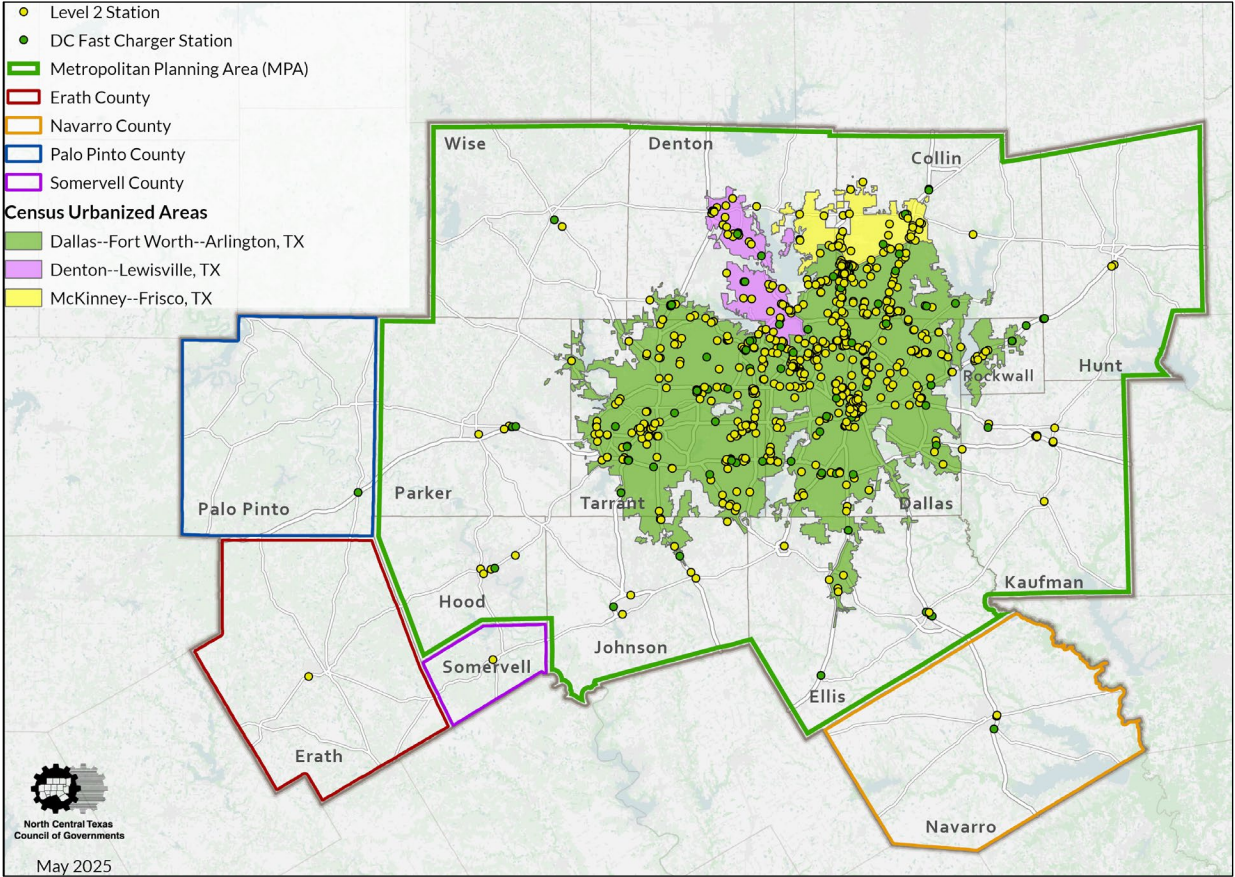
Senior Program Manager and Dallas-Fort Worth
Clean Cities Director

Regional Transportation Council

July 10, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

Phase	Federal Funding
Phase 1: NCTCOG Administration and “Deployment Dream Team” to expedite implementation (procured Kimley-Horn and Associates)	\$3,037,884
Phase 2: Deploy up to 100 charging ports (~25 locations) to fill gaps in the existing regional network and achieve equal access to charging stations across the region	\$11,962,116
Total Federal Funding:	\$15,000,000



Funds Currently Obligated: \$14,068,800
 Funds Pending Obligation: \$931,200 (Sites in Erath, Palo Pinto, and Somervell Counties)



Steps to Selection (Phase 2)

Step 1

FHWA
CFI Community
Program
Requirements



Step 2

Elements from
NCTCOG
Proposal



Step 3

Proposed Project
Eligibility

CFI Community Program Requirements

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

- Focused on locations NOT along a highway

Eligible Projects: Publicly accessible electric, hydrogen, natural gas, or propane infrastructure

Eligible Costs: Design, engineering, purchase, installation, electrical upgrades, construction, operations and maintenance (O&M)

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

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

Focus Areas:

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

Other Requirements:

- Usable by individuals with disabilities
- Meet relevant standards of [23 CFR 680](#), including:
 - Being “always” accessible to the public
 - Achieving 97% uptime
 - Submitting required reports



Elements from NCTCOG Proposal

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

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

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

Security: Sites must have appropriate lighting

Procurement: NCTCOG conducts vendor procurement(s) and includes operations and maintenance



Photo Credit: Dallas Area Rapid Transit

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

Proposed Project Eligibility

Proposed Screening Criteria:

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

Proposed Scoring Criteria for Eligible Projects:

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

Site and Vendor Selection Roles and Responsibilities

Public Agency Applies to RTC Call for Projects for Site Selection

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

RTC Selects Public Agency Sites and Recommends Subawards

Grant pays up to 80% initial deployment capital costs plus up to 20% O&M

Non-federal share to be contributed by vendor(s), including O&M payments

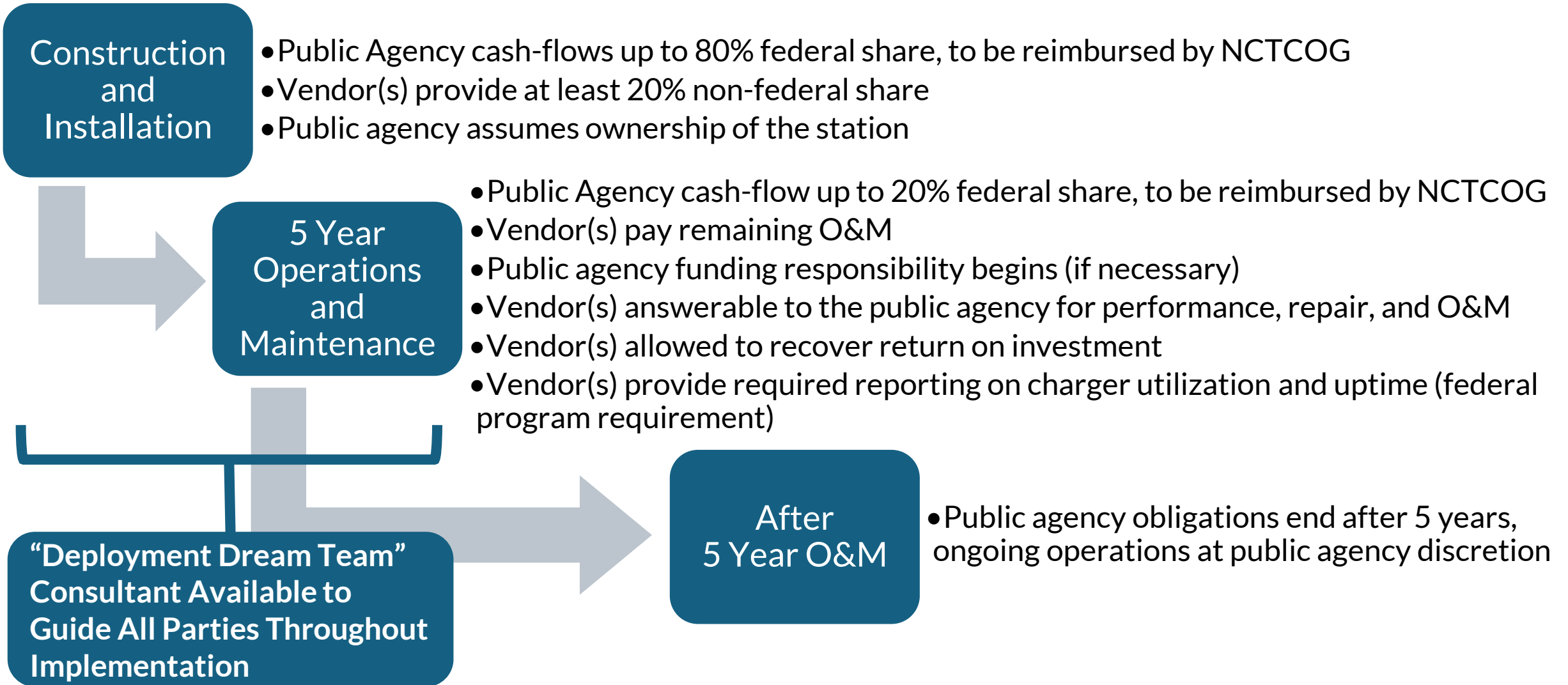
NCTCOG Conducts Vendor Procurement(s) (Equipment, Construction/Installation, O&M)

Opportunities for public agency input

Advise on RFP requirements/expectations

Participate in Consultant Selection Committee

Implementation Roles and Responsibilities



Anticipated Call for Projects Schedule

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

Requested Action – North Texas Electric Vehicle Infrastructure Call for Projects

RTC Approval of:

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

RTC Action Item – July 10, 2025

Contact Us



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**North Central Texas
Council of Governments**



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



June 20, 2025

Michael Morris
North Central Texas Council of Governments
Centerpoint II
616 Six Flags Drive
Arlington, TX 76011

Dear Michael,

For more than 25 years, the *Heartland Flyer* has been key to our regional success as a global destination and has been central to our tourism industry, business community, and thriving economy. With service that supports the state and region's economic growth and connectivity, sustaining the *Heartland Flyer* is crucial to ensuring continued momentum and mobility in Texas.

Overall, the *Heartland Flyer* generates \$5.3 million in direct economic benefits and an estimated \$23.7 million in economic activity. Serving over 80,000 customers in FY24 and reaching \$2.2 million in ticket revenue overall, the *Heartland Flyer* alleviates congestion on one of Texas' busiest highways and supports workforce mobility and job access – key pillars of Texas' \$97.5 billion travel industry.

In Fort Worth alone, the \$3.5 billion tourism economy benefits significantly from continued rail service. Amtrak is also investing over \$63 million in ADA station improvements at 16 stations in Texas, further bolstering the state's passenger rail network. With the Dallas-Fort Worth region set to host more 2026 World Cup matches than any other U.S. city next year, it will also be vital to support increased regional mobility.

Operated in partnership with the Texas Department of Transportation (TxDOT) and Oklahoma Department of Transportation (ODOT), the *Heartland Flyer* now faces imminent service suspension no later than Oct. 1 unless Texas secures its share of funding.

From reviewing claw back provisions at the federal level to looking for additional funding levers that may be pulled, it is essential that we find a solution to alleviate the funding shortage. We look forward to working together to keep the *Heartland Flyer* on track.

Sincerely,

Mayor Mattie Parker
Fort Worth

Mayor Tommy Moore
Gainesville

Judge Andy Eads
Denton County

Public Participation Plan for the Dallas- Fort Worth Metropolitan Area

November 2022 Update



North Central Texas
Council of Governments



Regional Transportation Council

Table of Contents

1	About the Metropolitan Planning Organization	3
2	Guiding Principles for Public Participation	4
3	Public Participation Goals	9
4	Procedures for Public Comments and Specific Plans and Programs	11
5	Public Participation Strategies	23
6	Evaluation of Public Participation	31

Appendices

Appendix A:	Laws and Legislation Relevant to Public Participation	35
Appendix B:	Language Assistance Plan	41
Appendix C:	Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery	49
Appendix D:	Title VI Complaint Procedures	54
	El Procedimiento de Quejas Título VI	65
Appendix E:	Regional Transportation Council Rules for Public Comment	76
	Regional Transportation Council Normas para el Comentario Público	78

1. About the Metropolitan Planning Organization

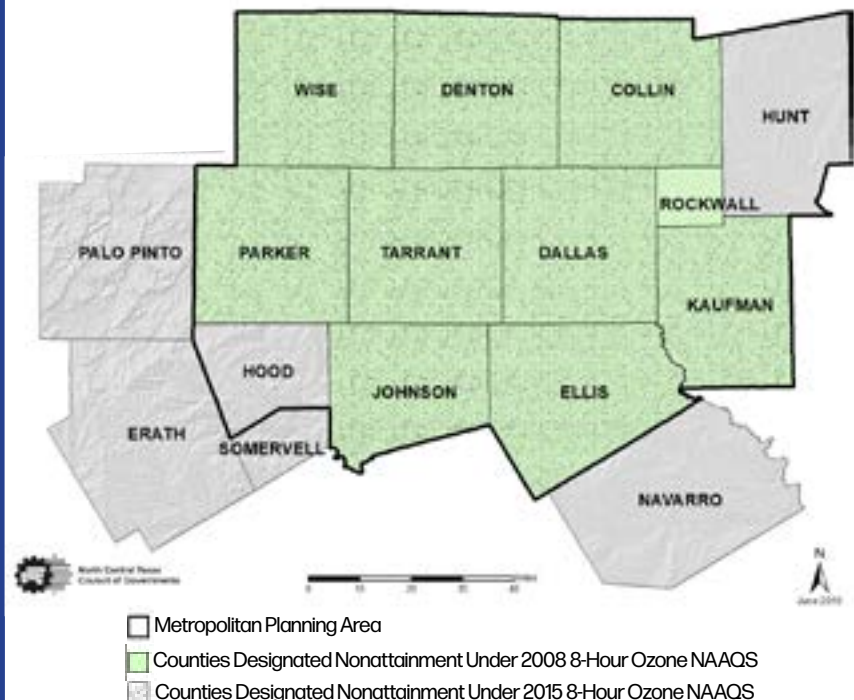
North Central Texas Council of Governments Transportation Department and Regional Transportation Council

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

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

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

NCTCOG 16-County Region



2. Guiding Principles for Public Participation

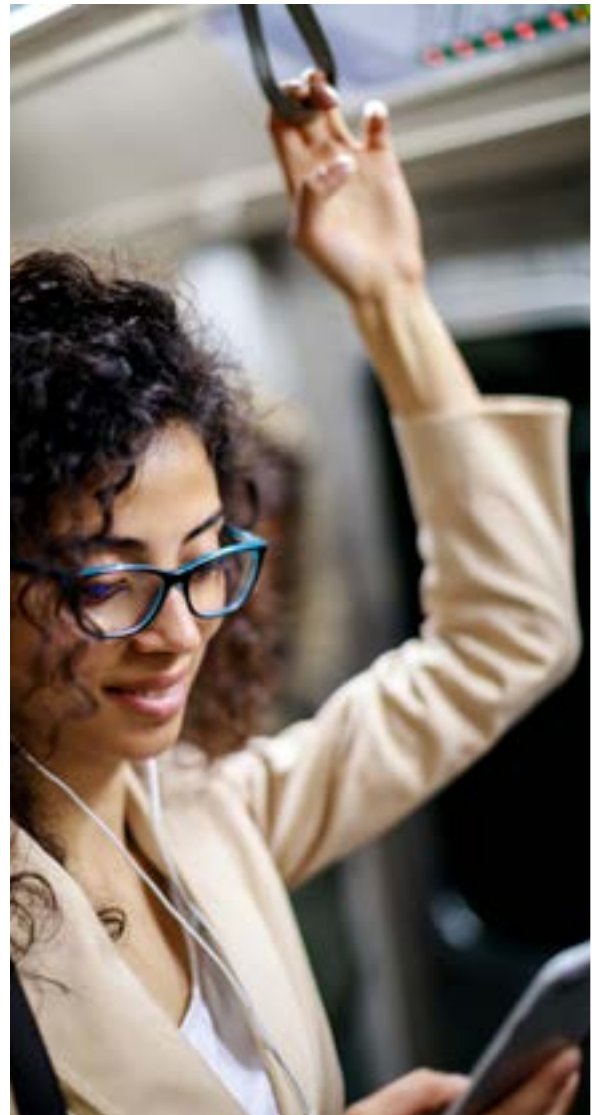
This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

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

Consistent and Comprehensive Communication

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

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





Commitment to Diversity and Inclusiveness

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

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

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

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

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

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

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

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

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



Consultation with Committees

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

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

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

Collaboration with Audiences and Stakeholders

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

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

Required for General Public Participation

Individuals	Transit benefit program
Affected public agencies	Parking cash-out program
Representatives of public transportation employees	Shuttle program
Public ports	Telework program
Freight shippers	Representatives of users of public transportation
Providers of freight transportation services	Representatives of users of pedestrian walkways and bicycle transportation facilities
Private providers of transportation	Representatives of the disabled
Intercity bus operators	Other interested parties
Employer-based commuting programs	Those traditionally underserved by existing transportation systems:
Carpool program	<ul style="list-style-type: none"> • Low-income households • Minority Households
Vanpool program	

Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments
Federal land management agencies, when the MPA includes Federal public lands
Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:
<ul style="list-style-type: none"> • State and local planned growth • Economic development • Tourism • Natural disaster risk reduction
<ul style="list-style-type: none"> • Environmental protection • Airport operations • Freight movements

Required for Metropolitan Transportation Plan

State and local agencies responsible for:
<ul style="list-style-type: none"> • Land use management • Natural resources • Environmental protection
<ul style="list-style-type: none"> • Conservation • Historic preservation

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

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

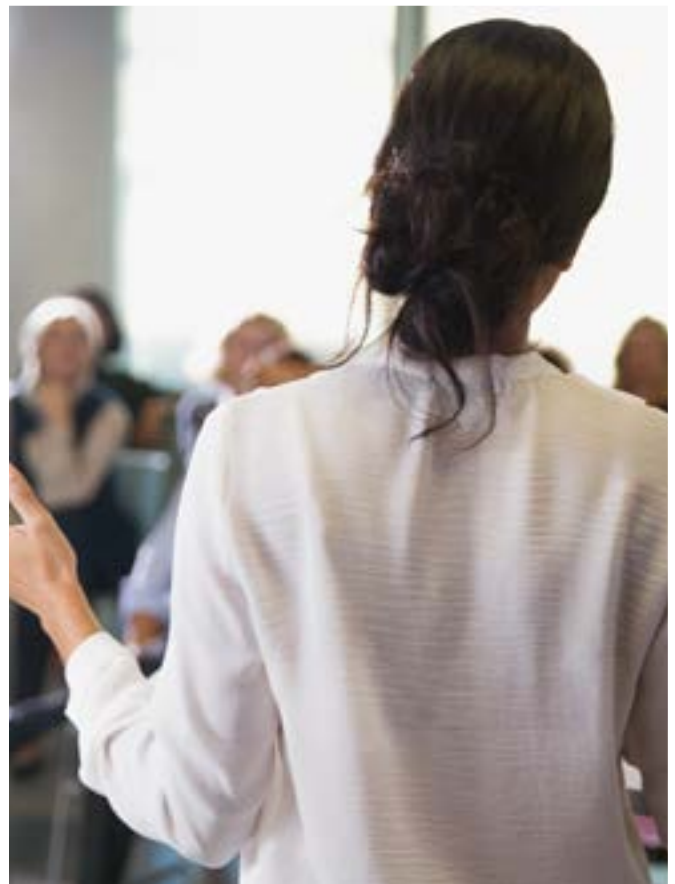
3. Public Participation Goals

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

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

Goal 1: Inform and Educate

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





Goal 2: Engage Diverse Audiences and Encourage Continued Participation

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

Goal 3: Evaluate Public Participation Strategies and Efforts

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



4. Procedures for Public Comments and Specific Plans and Programs

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

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

Public Comment Compilation, Consideration and Response

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



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

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

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

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

Additional Comment Opportunities for Changes to Final Plans

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

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



Inclement Weather and Public Comment Periods

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

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



Public Participation Plan Development and Updates

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

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



Unified Planning Work Program (UPWP)

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

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



Metropolitan Transportation Plan (MTP)

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

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

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

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

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

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

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

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

Transportation Improvement Program (TIP)

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

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

Transportation Conformity

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

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



Federal Transit Administration Funding

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

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



Annual Listing of Obligated Projects

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

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

Congestion Management Process

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

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

Environmental Studies

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

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



5. Public Participation Strategies

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

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

NCTCOG Transportation Department Website

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

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

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



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

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

Social Media

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

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





Video

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

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

Print and Digital Publications

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

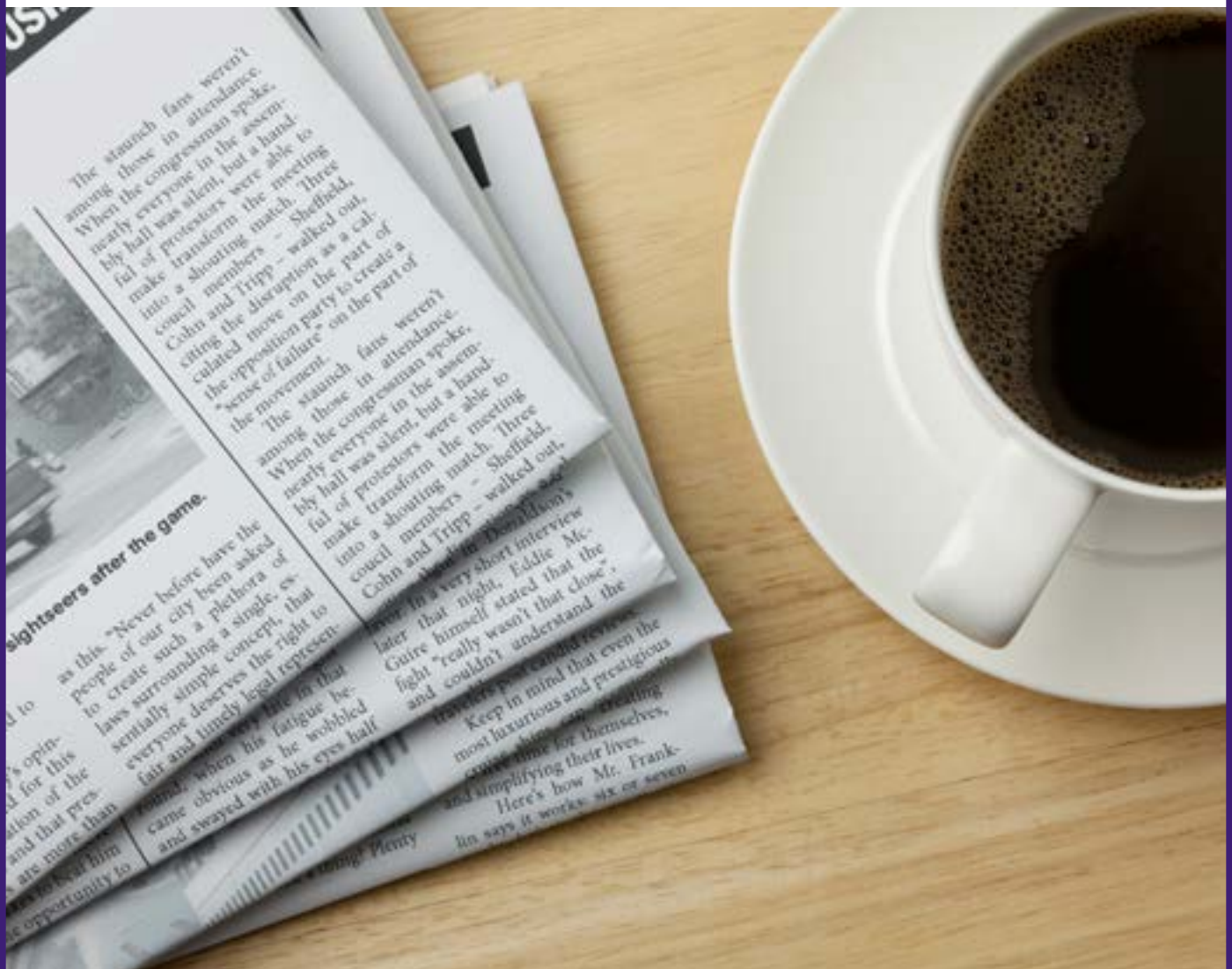
- *Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan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

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

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

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

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



Public Meetings, Workshops, Roundtables, Forums and Other Events

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

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

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

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

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



Community Events

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

Mail and Email

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

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

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

Advertising

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

Shareable Content

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

Speaking Opportunities

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

Media Relations

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

Visualization

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

Surveys and Keypad Polling

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

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



Stakeholder Interviews

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

Telephone Town Halls

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

Community Networks

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

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



6. Evaluation of Public Participation

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

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

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

Evaluation of Project-Specific Outreach

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





Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	<p>Total number of visits</p> <p>Number of unique visitors</p> <p>Webpages with most visits</p> <p>Average time spent on significant webpages</p> <p>Top referring websites/sources of web traffic</p> <p>Most common search terms</p>	<p>Identification of trends and changes for website usage</p> <p>Prioritization of and increased accessibility of information and public input opportunities</p> <p>Refined use of metadata to drive traffic</p>
Social Media and Video	<p>Facebook</p> <ul style="list-style-type: none"> • Number of total page likes • Total reach • Average engagement rate per post <p>Twitter</p> <ul style="list-style-type: none"> • Number of followers • Total number of impressions • Total number of engagements • Average engagement rate per post <p>YouTube</p> <ul style="list-style-type: none"> • Number of subscribers • Number of views • Estimated minutes watched 	<p>Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions</p> <p>Increased feedback and public input</p> <p>Development of an engaged online base of followers that helps disseminate information and public input opportunities</p>
Print and Digital Publications	<p>Available publication formats</p> <p>Number of print copies of each publication distributed</p> <p>Number of unique views for each publication</p>	<p>Information in multiple formats accessible to all communities in the region</p> <p>Informed understanding of planning process</p> <p>Sustained awareness of public input opportunities</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p>Public meetings</p> <ul style="list-style-type: none"> • Number of public meetings • Number of online public input opportunities • Median attendance per meeting • Median online viewers per meeting and online public input opportunity • Accessible locations for individuals with disabilities • Regional accessibility of information • Notification of how to request language translation or special accommodations <p>Public contacts</p> <ul style="list-style-type: none"> • Number of contacts receiving public meeting notifications • Net change in number of contacts for the year <p>Public meeting advertising</p> <ul style="list-style-type: none"> • Ad placements • Median reach for each Facebook ad • Median engagement for each Facebook ad <p>Community events</p> <ul style="list-style-type: none"> • Number of events attended by staff • Number of events distributing NCTCOG Transportation Department information • Total estimated attendance for all events • Geographic representation in event locations 	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>
Public Comments	<p>Total number of comments received</p> <p>Number of comments from meetings and events</p> <p>Number of comments from email</p> <p>Number of comments from social media</p> <p>Number of comments received via other modes</p> <p>Most common comment topics</p>	<p>Transparency in public involvement efforts and the planning process</p> <p>Identification of trends and changes in public attention and concerns</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	Number of news releases Number of media requests Number of media mentions Media Contacts List <ul style="list-style-type: none"> • Types of news sources • Number of news outlets • Number of minority news outlets • Number of news outlets in each county • Number of reporters 	Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image



Appendix A: Laws and Legislation Relevant to Public Participation

FEDERAL LEGISLATION AND EXECUTIVE ORDERS

Fixing America's Surface Transportation (FAST) Act

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The four-factor analysis considers:

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

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

Appendix B: Language Assistance Plan

UPDATED MAY 2022

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

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

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

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

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

Executive Order 13166

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

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

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

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

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

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

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

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

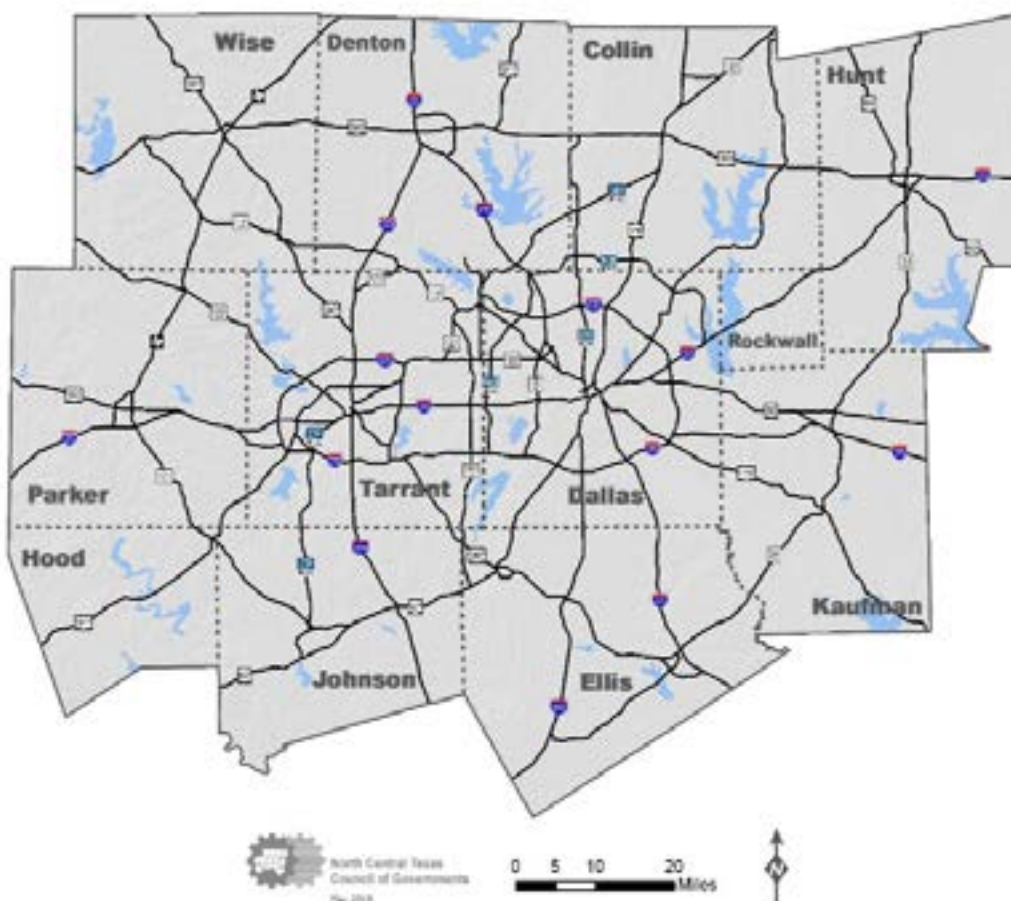
The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach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

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

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

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

Limited English Proficiency Service Area



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

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

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

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

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

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

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

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

¹ National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

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

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

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

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

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

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

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

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

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

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

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

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

Guidelines for Making Language Assistance Available

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

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

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

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

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

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

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

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings, and outreach events. Title VI complaint forms are available in both English and Spanish.

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

North Central Texas Council of Governments, Transportation Department

P.O. Box 5888

616 Six Flags Drive (76011)

Arlington, TX 76005-5888

Phone: (817) 695-9240

Fax: (817) 640-3028

Email: transinfo@nctcog.org

Website: www.nctcog.org/trans/

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

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

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

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

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

UPDATED MARCH 2013

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

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

General Policy Provisions

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

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

Project Changes Not Requiring TIP Modification

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

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

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

Examples include, but are not limited to:

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

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

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

Administrative Amendment Policy

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

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

Revision Policy

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

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

Approved by the RTC on March 14, 2013

Appendix D: Title VI Complaint Procedures

El Procedimiento de Quejas Titulo VI

Introduction

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

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

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

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

When to File

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

Where to File

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

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

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

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

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

Required Elements of a Complaint

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

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

Incomplete Complaints

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

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

Records of Complaints

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

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

Complaint Process Overview

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

RECEIPT OF COMPLAINT

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

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

INITIAL REVIEW AND WRITTEN RESPONSE

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

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

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

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

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

INVESTIGATION OF COMPLAINT

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

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

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

NOTIFICATION OF DETERMINATION

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

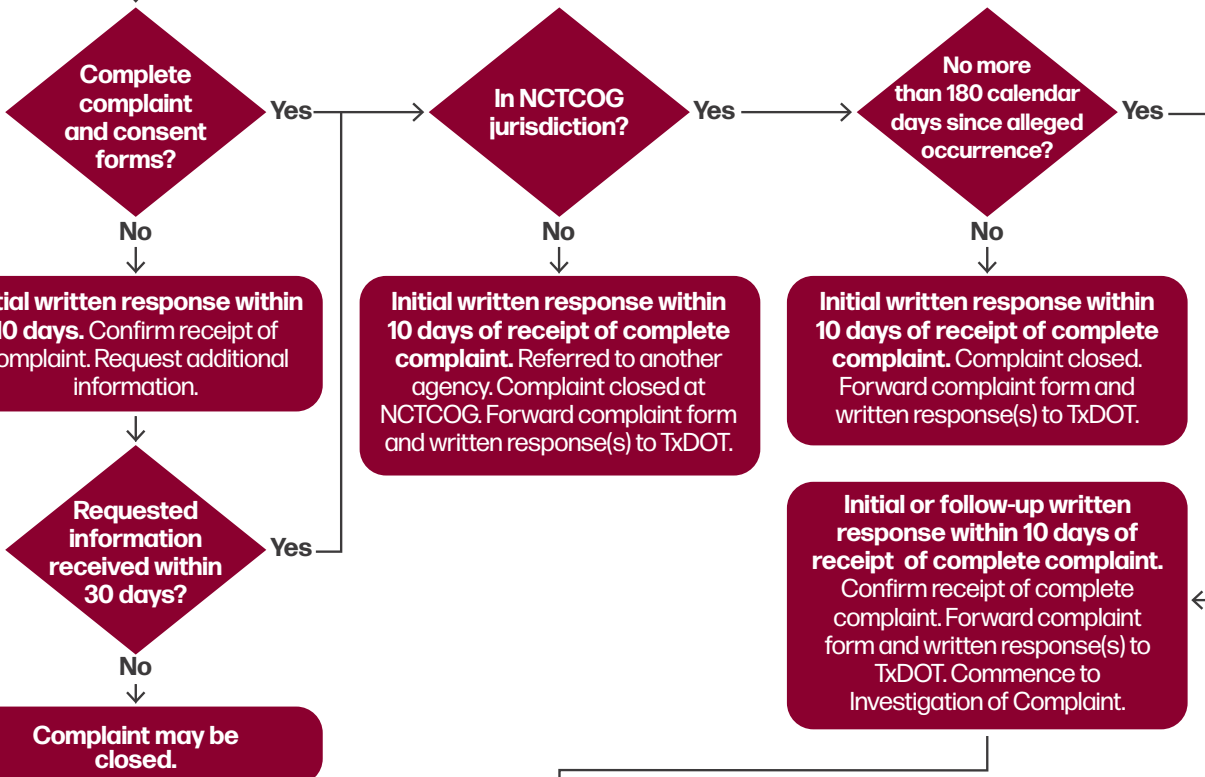
Title VI Complaint Procedures

Receipt of Complaint

A written discrimination complaint is received, entered into tracking database, and forwarded to the Texas Department of Transportation (TxDOT).

Initial review initiated. Applicable initial written response will be sent to complainant and TxDOT within 10 days of when complaint is received.

Initial Review and Written Response

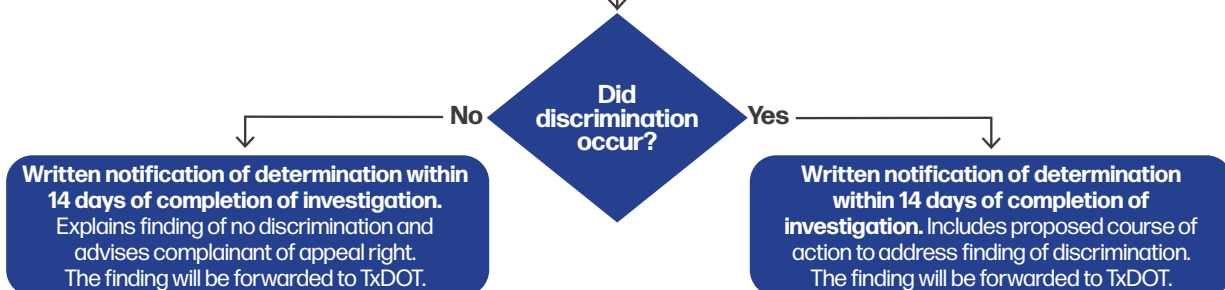


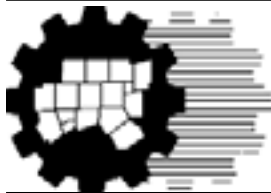
Investigation of Complaint

Completed within 80 days of receiving complete complaint unless facts and circumstances warrant otherwise. Determination of whether discrimination occurred summarized and report submitted to head of the Transportation Department.

Written notification of investigation determination will be sent to complainant and TxDOT within 14 days of completion of an investigation.

Notification of Determination





North Central Texas Council of Governments Discrimination Complaint Form

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

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

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

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

Submit the forms by mail to:

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

Or in person at:

616 Six Flags Drive
Arlington, TX 76011

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



North Central Texas Council of Governments Discrimination Complaint Form

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

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2

Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3

When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

Date(s)

Is the alleged discrimination ongoing? ☐ Yes ☐ No

4

Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5

Indicate the basis of your grievance of discrimination:

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> Race | <input type="checkbox"/> Color |
| <input type="checkbox"/> National Origin | <input type="checkbox"/> Sex |
| <input type="checkbox"/> Age | <input type="checkbox"/> Disability |
| <input type="checkbox"/> Religion | |

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

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

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

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

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

Please provide any additional information about the alleged discrimination.

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

First Name MI Last Name

Name of Business Position/Title Telephone Number

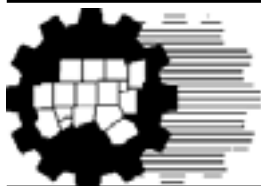
Street Address City State Zip Code

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

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

Signature

Date



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

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

First Name MI Last Name

Street Address City State Zip Code

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

Please Check one:

- ☐ I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- ☐ I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

El Procedimiento de Quejas Título VI

Introducción

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

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

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

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

Cuando Presentarla

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

Dónde Presentar

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

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

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

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

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

Elementos Requeridos de Una Queja

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

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

Quejas Incompletas

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

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

Registro de Quejas

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

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

Resumen del Proceso de Quejas

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

RECEPCIÓN DE LA QUEJA

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

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

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO

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

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

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

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

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

INVESTIGACIÓN DE QUEJA

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

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

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

AVISO DE RESOLUCIÓN

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

El Procedimiento de Quejas Título VI

Recepción de la Queja

Se recibe una queja de discriminación por escrito, la cual se ingresa a la base de datos para realizar un seguimiento y se envía a Texas Department of Transportation (TxDOT).

Comienza la revisión inicial. Se le envía una respuesta inicial por escrito al reclamante, según corresponda, y al TxDOT dentro de los 10 días siguientes a la recepción de la queja.

Revisión Inicial Y Respuesta Por Escrito

¿Quejas y formularios de consentimiento completos?

No

Respuesta inicial por escrito dentro de los 10 días. Confirmación de recepción de la queja. Solicitar información adicional.

La información solicitada, ¿se ha recibido dentro de los 30 días?

No

La queja puede cerrarse.

Yes

¿En la jurisdicción de NCTCOG?

No

Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. Se remite a otra agencia. La queja se cerró con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

Yes

¿No más de 180 días de calendario desde la supuesta ocurrencia?

No

Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja cerrada. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

Yes

Respuesta inicial por escrito o seguimiento dentro de los 10 días siguientes a la recepción de la queja completa. Confirmación de recepción de la queja completa. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT. Comienzo de la Investigación de la Queja.

Investigación de Quejas

Finalizada dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Decisión resumida en cuanto a si existió una discriminación y presentación de informe al titular del Departamento de Transporte.

Al reclamante y al TxDOT se les enviará un aviso por escrito sobre el resultado de la investigación dentro de los 14 días siguientes a la conclusión de la investigación.

Aviso de Resolución

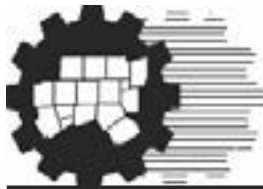
¿Existió una discriminación?

No

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Explica la decisión de que no existió discriminación e informa al reclamante sobre su derecho a apelar. Se le enviará el resultado al TxDOT.

Yes

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Incluye el curso de acción propuesto en función de la decisión de que existió una discriminación. Se le enviará el resultado al TxDOT.



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

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

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

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

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

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

Envíe los formularios por correo a:

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

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

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



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

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

1

Nombre	Inicial del segundo nombre Apellido		
Dirección	Ciudad	Estado	Código postal
Número telefónico	Dirección de correo electrónico		

2 ¿Quién cree que lo ha discriminado?

Nombre	Inicial del segundo nombre Apellido		
Nombre de la empresa/organización	Cargo/Profesión		
Dirección	Ciudad	Estado	Código postal
Relación de la persona con usted			

3 ¿Cuándo sucedió el presunto acto de discriminación?
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):
¿Está en curso la presunta discriminación?
<input type="radio"/> Sí <input type="radio"/> No

4 ¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)

Lugar

5 Indique el fundamento de su queja por discriminación.

<input type="checkbox"/> Raza:	<input type="checkbox"/> Color:
<input type="checkbox"/> Origen nacional:	<input type="checkbox"/> Sexo:
<input type="checkbox"/> Edad:	<input type="checkbox"/> Discapacidad:
<input type="checkbox"/> Religión:	

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

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

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

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

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

Proporcione toda la información adicional sobre la presunta discriminación.

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

Nombre	Inicial del segundo nombre	Apellido
--------	----------------------------	----------

Nombre de la empresa	Cargo/Profesión	Número telefónico
----------------------	-----------------	-------------------

Dirección	Ciudad	Estado Código postal
-----------	--------	----------------------

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

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

Firma	Fecha
-------	-------

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



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

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre	Inicial del segundo nombre	Apellido
Dirección	Ciudad	Estado Código postal

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

Tilde lo que corresponda:

- ☐ CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.
- ☐ NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma

Fecha

Appendix E:

Regional Transportation Council Rules for Public Comment

Regional Transportation Council Normas para el Comentario Público

Regional Transportation Council

Rules for Public Comment

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

Public Attendance and Conduct at RTC Meetings

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

Public Comment

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

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

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

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

Speaker Registration

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

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

Enforcement

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

Regional Transportation Council

Normas para los Comentarios Públicos

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

Participación y Conducta Pública en las Reuniones de RTC

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

Comentario Público

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

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

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

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

Registro para el Orador

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

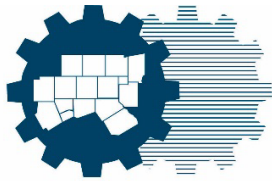
1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

Ejecución

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

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

2025 Update



**North Central Texas
Council of Governments**



Regional Transportation Council

Tables of Contents

1. About the Metropolitan Planning Organization	3
2. Guiding Principles for Public Participation	4
3. Public Participation Goals	7
4. Procedures for Public Comments and Specific Plans and Programs.....	8
5. Public Participation Strategies.....	18
6. Evaluation of Public Participation	23

Appendices

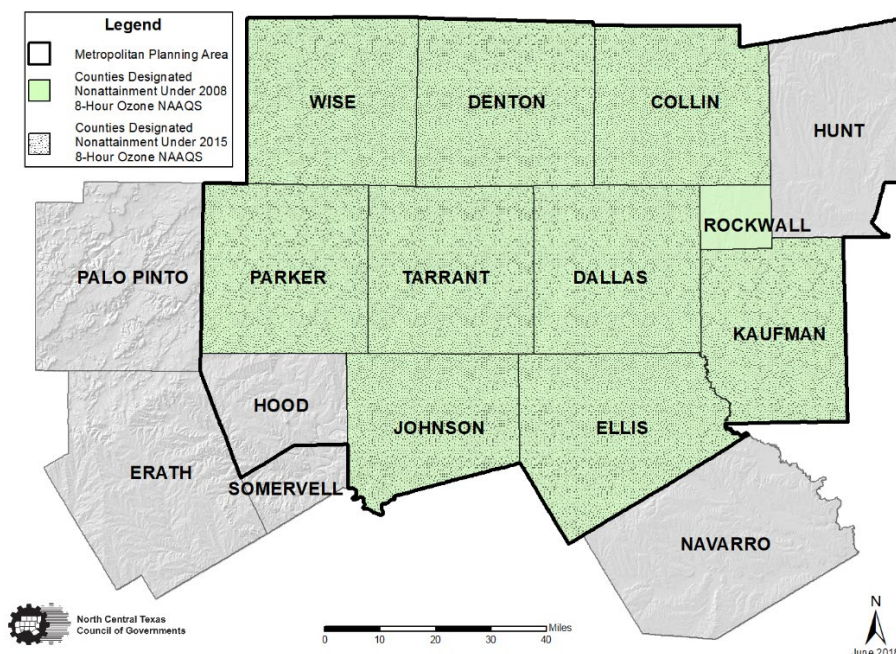
Appendix A: Laws and Legislation Relevant to Public Participation.....	27
Appendix B: Language Assistance Plan.....	31
Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery	39
Appendix D: Regional Transportation Council Rules for Public	44
Regional Transportation Council Normas para el Comentario Público	

1. About the Metropolitan Planning Organization

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

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

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



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

2. Guiding Principles for Public Participation

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

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

Consistent and Comprehensive Communication

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

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

Commitment to Balanced Engagement

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

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

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

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

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

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

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

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

Collaboration with Audiences and Stakeholders

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

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

Audiences Required for General Public Participation and Outreach

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

Audiences Required for Metropolitan Transportation Plan and TIP Outreach

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

Audiences Required for Metropolitan Transportation Plan Outreach

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

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

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

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

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

Consultation with Committees

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

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

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

3. Public Participation Goals

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

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

Goal 1: Inform and Educate

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

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

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

Goal 3: Evaluate Public Participation Strategies and Efforts

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

4. Procedures for Public Comments and Specific Plans and Programs

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

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

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

Public Comment Compilation, Consideration and Response

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

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

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

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

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

Additional Comment Opportunities for Changes to Final Plans

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

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

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

Inclement Weather and Public Comment Periods

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

Public Participation Plan Development and Updates

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

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

Unified Planning Work Program (UPWP)

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	A summary of RTC-approved modifications will be accessible from	Not applicable	<ul style="list-style-type: none"> • Information available at www.nctcog.org/upwp

Metropolitan Transportation Plan (MTP)

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

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

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

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

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

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

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan	Summary of modifications accessible from www.nctcog.org/input	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a

administrative revisions	for informational purposes.		public input opportunity
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Transportation Improvement Program (TIP)

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

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

modifications
supporting previous
RTC action

Transportation Conformity

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

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications

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

Federal Transit Administration Funding

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Funding recommendations	One public meeting shall be held at least 30 days	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list

for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
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Annual Listing of Obligated Projects

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

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

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

	will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • Newspaper ad, including minority publications • News release
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Environmental Studies

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

5. Public Participation Strategies

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

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

NCTCOG Transportation Department Website

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

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

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

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

Social Media

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

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

Video

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

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

Print and Digital Publications

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

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

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

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

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

Public Meetings, Workshops, Roundtables, Forums and Other Events

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

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

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

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

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#)

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

Community Events

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

Mail and Email

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

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

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

Paid Education

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

Speaking Opportunities

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

Media Relations

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

Visualization

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

Surveys and Polling Technology

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

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

Stakeholder Interviews

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

Online Public Engagement Platform

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

Community Networks

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with

community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

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

6. Evaluation of Public Participation

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

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

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

Evaluation of Project-Specific Outreach

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

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	<ul style="list-style-type: none"> • Total number of visits • Average time spent on significant webpages 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage • Prioritization of and increased accessibility of information and public input opportunities • Refined use of metadata to drive traffic
Social Media and Video	<p><i>Facebook</i></p> <ul style="list-style-type: none"> • Total reach • Average engagement rate per post <p><i>YouTube</i></p> <ul style="list-style-type: none"> • Number of subscribers • Number of views <p><i>LinkedIn</i></p> <ul style="list-style-type: none"> • Total reach • Average engagement rate per post <p><i>Next Door</i></p> <ul style="list-style-type: none"> • Number of impressions • Number of likes and shares 	<ul style="list-style-type: none"> • Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions • Increased feedback and public input • Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	<ul style="list-style-type: none"> • Number of print copies of each publication distributed • Number of unique views for each digital publication 	<ul style="list-style-type: none"> • Information in multiple formats accessible to all communities in the region • Informed understanding of planning process • Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
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Public Meetings and Community Events	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> • Number of public input opportunities (online and hybrid) • Total number of participants per hybrid meeting and/or online public input opportunity • Accessible locations for individuals with disabilities • Notification of how to request language interpretation or special accommodations • Number of contacts receiving public meeting notifications <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> • Average reach for each Facebook ad • Average engagement for each Facebook ad <p><i>Community Events</i></p> <ul style="list-style-type: none"> • Number of events distributing NCTCOG Transportation Department information • Geographic representation in event locations 	<ul style="list-style-type: none"> • Information about policies, programs and projects accessible in multiple formats to all communities throughout the region • Greater awareness of policies, programs and projects • Timely notification through multiple strategies about opportunities to provide input and engage with staff • Increased feedback and public input • Planned opportunities for the public to interact directly with staff • Increased accessibility of staff to communities and partners • Transparency in public involvement efforts and the planning process
Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	<ul style="list-style-type: none"> • Total number of comments received • Most common comment topics 	<ul style="list-style-type: none"> • Transparency in public involvement efforts and the planning process • Identification of trends and changes in public attention and concerns
Speaking Opportunities	<ul style="list-style-type: none"> • Number of presentation requests • Number of presentations given 	<ul style="list-style-type: none"> • Increased awareness of the planning process and specific plans, programs and projects

		<ul style="list-style-type: none"> • Increased accessibility of staff to communities and partners • Greater participation by communities and organizations in the planning process
Media Relations	<ul style="list-style-type: none"> • Number of media releases issued • Number of media requests • Number of media mentions 	<ul style="list-style-type: none"> • Transparency in public involvement efforts and the planning process • Proactive media relations to communicate public input opportunities, policies and programs • Understanding of local, regional, statewide and national media coverage of transportation and air quality issues • Understanding of the NCTCOG Transportation Department's public image

Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

The Infrastructure Investment and Jobs Act (IIJA)

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

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

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

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

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

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

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

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

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

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

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

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

Public Participation Plan

Appendix B: Language Assistance Plan (Updated 2025)

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

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

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

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

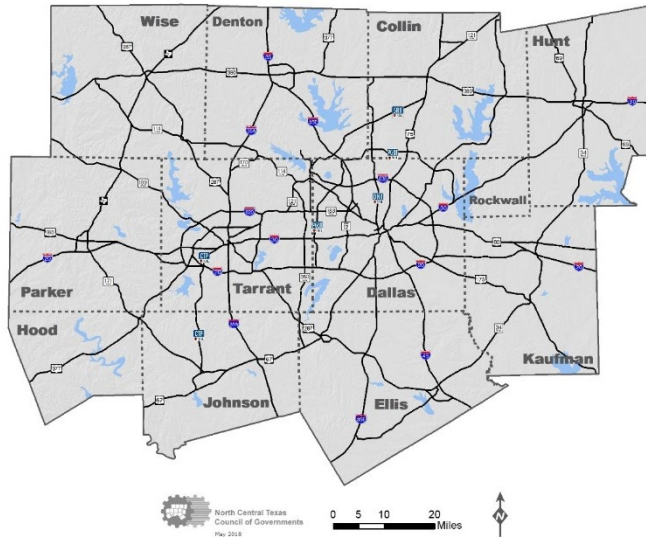
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

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

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

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

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016, 2015-2019, and 2019-2023 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 1.78 percentage points between 2016 and 2023 and by 5,621 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

In 2023, the LEP population was 873,499, which was 11.86 percent of the region's 7,365,458 residents age five or older. Spanish was the largest language represented among the LEP population, with 8.81 percent of the region's total population age five or older.

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

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398		7,365,458	
Spanish: Speak English less than "very well"	694,804	10.78%	707,165	10.30%	648,735	8.81%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Other Indo-European Languages: Speak English less than "very well"	37,081	0.58%	42,571	0.62%	46,814	0.64%
Vietnamese: Speak English less than "very well"	41,086	0.64%	41,222	0.60%	43,768	0.59%
Other Asian and Pacific Island Languages: Speak English less than "very well"	26,677	0.41%	32,745	0.48%	36,713	0.50%
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	22,953	0.36%	24,557	0.36%	25,709	0.35%
Other and Unspecified Languages: Speak English less than "very well"	15,461	0.24%	19,914	0.29%	22,804	0.31%
Korean: Speak English less than "very well"	13,363	0.21%	13,191	0.19%	14,622	0.20%
Arabic: Speak English less than "very well"	8,918	0.14%	11,729	0.17%	13,095	0.18%
French, Haitian, or Cajun: Speak English less than "very well"	6,130	0.10%	8,279	0.12%	8,208	0.11%
Tagalog (incl. Filipino): Speak English less than "very well"	5,432	0.08%	6,112	0.09%	6,124	0.08%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Russian, Polish, or other Slavic Languages: Speak English less than "very well"	5,326	0.08%	5,352	0.08%	5,804	0.08%
German or other West Germanic Languages: Speak English less than "very well"	1,889	0.03%	1,534	0.02%	1,103	0.01%
Total LEP Population	879,120	13.64%	914,371	13.32%	873,499	11.86%

Source: 2012-2016, 2015-2019, and 2019-2023 American Community Survey 5-Year Estimates, C16001

Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all."

In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

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

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

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

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

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

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

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

In order to better inform NCTCOG outreach strategies to LEP individuals, a staff survey of LEP encounters was updated in 2025. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency and what type of work activity they were conducting. Of the

¹ National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

approximately 200 department staff members who received the survey, 34 indicated they encountered LEP individuals speaking six total languages in a period of three years. Spanish was the most common, followed by rare encounters with Vietnamese, Chinese, Arabic, Korean and other Indo-European languages. The most frequent work activities in which staff encountered LEP individuals were community outreach events, phone calls and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 18 languages are represented in this language assistance directory.

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

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

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

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

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person. NCTCOG staff regularly work with community stakeholders to determine translation needs in advance of formal public input opportunities.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.18 per word, although the rate varies by language. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and

others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

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

Increased use of visualization tools will be used to make information more understandable and improve communication..

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Communities are mapped whenever possible to provide plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 72 hours advanced notice is required for these arrangements to be provided for a public input opportunity.

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

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

The NCTCOG Transportation Department hosts quarterly committee meetings to provide in-person training on the requirements and techniques for providing meaningful access to services for LEP persons. The committee comprises members of every department program area, and these employees serve as liaisons to their teams, ensuring that LEP persons are considered at every stage of the planning process. Training materials and resources continue to be available for review by all staff, including new employees.

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

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

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

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

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

Public Participation Plan

Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

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

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
(a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

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

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing
Landscaping
Preventive maintenance
Bridge rehabilitation/replacement
Safety/Maintenance

Intersection Improvements
Intelligent Transportation System
Traffic Signal Improvements

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

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

Administrative Amendment Policy

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

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.

3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

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

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

Approved by the RTC on March 14, 2013

Public Participation Plan

Appendix D: Regional Transportation Council Rules for Public Comments

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

Public Attendance and Conduct at RTC Meetings

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

Public Comment

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

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

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

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

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

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

Enforcement

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

REGIONAL TRANSPORTATION COUNCIL

Normas para los Comentarios Públicos

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

Participación y Conducta Pública en las Reuniones de RTC

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

Comentario Público

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

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

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC

se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

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

Registro para el Orador

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

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

Ejecución

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



2025 PUBLIC PARTICIPATION PLAN UPDATE

REBEKAH GONGORA

North Central Texas Council of Governments
Regional Transportation Council Meeting
July 10, 2025

OVERVIEW

The Public Participation Plan (PPP) is a federal requirement, guides our department's public involvement efforts and outlines the MPO's responsibility to inform and involve individuals and communities.

The PPP covers federal responsibilities, procedures, strategies and evaluation.

A copy is posted on the Transportation Department's **Get Involved** webpage.



GUIDING PRINCIPLES

Consistent & Comprehensive Communication

Commitment to Balanced Engagement

Consultation with Committees

Collaboration with Audiences & Stakeholders



PUBLIC PARTICIPATION PLAN GOALS

Goal 1: Inform and Educate

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

Goal 3: Evaluate Public Participation Strategies and Efforts



ENGAGEMENT WITH PEOPLE

- Virtual and In-Person Public Meetings
- Online Input Opportunities
- Outreach Events
- Speaking Engagements
- Community Networks
- Media Relations

- Print and Digital Publications
- Website
- Social Media
- Surveys and Polling
- Visualizations and Shareable Content
- Translation and Interpretation Services



LEGISLATION RELATED TO PUBLIC PARTICIPATION

Infrastructure Investment and Jobs Act (IIJA) and previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU, MAP-21, and the FAST Act)

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

Revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)



PROPOSED REVISIONS

Update the PPP to reflect new planning regulations and federal policies:

- IIJA encourages the use of technology and web-based tools for public participation
- Revocation of Executive Order 12898 – removed references to Environmental Justice

Update public involvement processes and procedures to reflect technology advances:

- Update references to keypad polling; incorporate use of phone applications for polling
- Incorporate usage of our online public engagement platform



PROPOSED REVISIONS

Reaffirm public involvement process for the Unified Planning Work Program (UPWP):

- Public meeting will no longer be required for UPWP modifications
- UPWP will instead be posted online

Reaffirm cataloging of public comments in two documents:

- Public input opportunity minutes
- Public comments reports

Update performance measures to ensure they are relevant and manageable to track and report

Create new layout and design of PPP document to reflect department branding efforts



SCHEDULE

June 27, 2025

STTC Information

July 10, 2025

RTC Information

July 14, 2025

Public Meetings

July 14, 2025

Public Comment Period Begins

August 22, 2025

STTC Action

Sept. 11, 2025

RTC Action



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NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Update

Regional Transportation Council

July 10, 2025

DBE Program Authority

What is current statutory/regulatory authority for DBE Program?

Statutory: Reauthorized in 2021 through Infrastructure Investment and Jobs Act

Regulatory: 49 Code of Federal Regulations Part 26

Federal Transit Administration Master “Grant” Agreement 33, Amended April 25, 2025

Who is required to have a DBE Program?

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

When is the DBE Goal updated?

Updated DBE goal every three years (new goal due August 1, 2025)

What is the current DBE Goal?

Current Goal of 17% active through September 30, 2025, covered FY 2023-2025

How are DBE Firms Certified?

Firms are Certified through the Texas Unified Certification Program



Context of DBE Goal Update

Mid-America Milling Company vs. USDOT

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

Proposed Joint Consent Order filed with the Court (May 28, 2025)

Defendants (USDOT) are stipulating the DBE Program's use of race- and sex-based presumptions are unconstitutional.

USDOT re-evaluated prior position based on Supreme Court's decision in *Students for Fair Admissions, Inc. v. President & Fellows of Harvard College*

Various Minority Contracting Associations have been granted authority to intervene and are opposing the Entry of the Joint Consent Order



Process to Update DBE Goal

✓ Project Potential Contract Awards (FY 26-28)

DBE Goal Development

- ✓ Step 1: Determine Ready, Willing and Able DBE Firms
- Step 2: Consider Adjusting Based on Other Data (in progress)

➡ Initiate Public Input/Stakeholder Involvement

Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2025



FY26-28 Potential Awards (Step 1)

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) Other	Potential Awards (in \$1,000s) TOTAL
Construction	\$1,621	\$0	\$957	\$2,578
Marketing, Advertising, and Public Relations	\$126	\$390	\$0	\$516
Office Supplies & Equipment (Rental & Purchase)	\$758	\$0	\$0	\$758
Operational Administrative, Communications, Support Services	\$8,101	\$0	\$460	\$8,561
Planning/Engineering	\$975	\$4,618	\$595	\$6,188
Software and Ancillary Information Technology Professional Services	\$990	\$2,050	\$150	\$3,190
Transportation Equipment	\$1,225	\$19,592	\$2,000	\$22,817
Vehicle Maintenance and Operations Support	\$7,093	\$0	\$0	\$7,093
TOTAL	\$20,889	\$26,650	\$4,162	\$51,701



Preliminary DBE Availability Analysis (Step 1)

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$2,578	3,947	1,2692	31.1%
Marketing, Advertising, and Public Relations	\$516	351	1,503	23.4%
Office Supplies & Equipment (Rental & Purchase)	\$758	13	870	1.5%
Operational Administrative, Communications, Support Services	\$8,561	973	13,968	7.0%
Planning/Engineering	\$6,188	1,520	4,920	30.9%
Software and Ancillary Information Technology Professional Services	\$3,190	472	5,235	9.0%
Transportation Equipment	\$22,817	103	4,910	2.1%
Vehicle Maintenance and Operations Support	\$7,093	74	2,416	3.1%
TOTAL	\$51,701	7,453	46,514	16%
Total Weighted Summary				8.6%



Summary of Proposed Major Changes

Initial Assessment: Overall DBE Goal Decreases from 17.0% to 8.6%

Increase in expected procurements in categories with lower DBE availability:

Transportation Equipment: \$22.8m at 2.1% DBE availability

Vehicle Maintenance & Operations Support: \$7.1m at 3.1% DBE availability

Decrease in expected procurements with higher DBE availability:

Construction: \$2.5m at 31.1% DBE availability

Planning/Engineering: \$6.2m at 30.9% DBE availability



Fulfillment of DBE Goal (Program Level)

Race Neutral versus Race Conscious

Race Conscious: Setting Contract Goals

Race Neutral: Prime DBE Contracts, No Contract Goals

Focus: Race Neutral over Race Conscious

Ways to meet Race Neutral Goal:

Outreach/Networking Events on anticipated procurements

Guidance on Government Contracting

Consider Partnership with NCTRCA, Chambers of Commerce, Small Business Development Centers

Break large contracts into smaller tasks



Next Steps for DBE Goal Update

Complete Step 2: Consideration of Other DBE Data

DBE Goals from other, similar Agencies

TxDOT

DART

Trinity Metro

DCTA

Historical DBE Data

Applicable Disparity Studies

Consideration from Stakeholders/Public Comment

Determine Race-Neutral vs. Race-Conscious Expectation

Consideration from Committees (STTC/RTC/Executive Board)

Continue to monitor actions at federal level for implications



Schedule

TASK	DATE	STATUS
Consultation Meeting with DBE Stakeholders	June 20	✓
STTC Meeting: Information Item on Proposed Goal	June 27	✓
RTC Meeting: Information Item on Proposed Goal	July 10	✓
Public Meeting on DBE Goal Update Process & Opening of Public Comment Period	July 14	
Procurement/DBE Networking Open House	July 22	
Executive Board Meeting: Information on Proposed Goal	July 24	
STTC Action: Approval of DBE Goal	July 25	
Submit Draft Electronically to FTA	August 1	
End of Public Comment Period	August 14	
RTC: Action Item on DBE Goal	August 14	
Executive Board: Action Item on DBE Goal	August 21	
Submit Final Approved DBE Goal to FTA	August 22	
DBE Program Update and Goal Effective	October 1	



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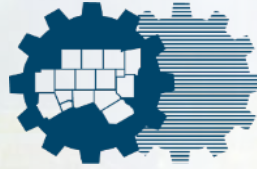


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NCTCOG PRESENTATION

2026 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council | July 10, 2025

BACKGROUND

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



ACTIVITIES SINCE LAST UPDATE

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



PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

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



REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP	2026 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448	\$2.930
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626	\$2.232
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	\$3.626	\$3.704
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	\$9.700	\$8.866

* Amounts shown in billions



WEST/EAST DISTRIBUTION – CATEGORY 2

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



NEXT STEPS

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



TIMELINE/ACTION

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



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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Collin County Projects																		
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	September 2045	2045	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043	\$9,324,256	\$0			\$0	\$0					81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	September 2028	2029	Breakout project (from CSJ 1012-02-030); Project is funded with Category 11 Safety funds, <u>so proposing to remove from 10-Year Plan</u>	\$21,879,638	\$0			\$0	\$0					81.22
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	Feasibility study being done by NCTCOG; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0			\$0	\$0			70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	TBD	\$0	\$0	\$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	TBD	\$0	\$0	\$0							70.00
55287	0047-10-002	Spur 399	SH 5 to US 380	<u>SH 5 to Stewart Rd: Reconstruct and widen 4 to 8 lane freeway and 4/8 lane discontinuous to 4/6 lane continuous frontage roads; Stewart Rd. to US 380: Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads</u> Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	February 2032	2032	<u>Environmental clearance CSJ</u> ; US 380 breakout project; \$150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas); <u>Proposing to remove all funding and transfer it to CSJ 0047-10-005, CSJ 0047-10-006, and CSJ 0135-15-007</u>	\$891,648,906	\$0	\$55,307,745	<u>\$0</u>	\$78,144,397	<u>\$0</u>	\$333,841,462	<u>\$0</u>	\$424,355,303	<u>\$0</u>	50.68
13088	0047-10-005	Spur 399	SH 5 to Airport Dr Road	Construct 0/ <u>4</u> to 6/8 lane freeway and construct 0 to 4/6 lane <u>discontinuous</u> frontage roads	February 2032	2032	<u>Category 2 funding offset by reduction on TIP 55287/CSJ 0047-10-002</u>	<u>\$239,315,003</u> \$193,072,654	<u>\$239,315,003</u>	\$0	<u>\$46,242,349</u>	\$42,371,957	\$42,371,957			\$150,700,697	\$150,700,697	59.91
<u>TBD</u>	<u>0047-10-006</u>	<u>Spur 399</u>	<u>Airport Dr to US 380</u>	<u>Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads</u>	<u>February 2032</u>	<u>2032</u>	<u>Breakout project from TIP 55287/CSJ 0047-10-002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; \$150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)</u>	<u>\$693,753,331</u>	<u>\$693,753,331</u>	<u>\$0</u>	<u>\$9,065,396</u>	<u>\$0</u>	<u>\$78,144,397</u>	<u>\$0</u>	<u>\$182,188,235</u>	<u>\$0</u>	<u>\$424,355,303</u>	<u>50.68</u>
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway <u>roadway including new shared use path</u>	<u>August 2028</u> June 2027	<u>2028</u> 2027	<u>Proposing to add \$504,682 of CMAQ funding (total) to this project</u>	<u>\$17,930,683</u> \$16,467,260	<u>\$17,426,001</u>	\$16,467,260	<u>\$17,426,001</u>							72.39
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway <u>including constructing new sidewalks and turn lanes</u>	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05-057; <u>Staff recommends reducing Category 2 funding and adding \$2,189,970 of CMAQ funding (total) to offset that reduction</u>	\$56,267,909	<u>\$54,077,939</u>	\$47,195,411	<u>\$45,005,441</u>	\$9,072,498	\$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	September <u>2032</u> 2028	<u>2033</u> 2029		<u>\$93,692,543</u> \$81,216,979	\$0	\$0	\$0							78.69

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	September 2032 2028	2033 2029	Project will be considered for funding in future 10-Year Plan Update	\$37,282,758	\$0	\$0	\$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4-lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	September 2032 2027	2033 2028	Project will be considered for funding in future 10-Year Plan Update	\$10,295,558 \$10,045,880	\$0	\$0	\$0	\$0	\$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban roadway with new sidewalks, new shared use path, turn lanes and signals, and signal retiming	September 2027 November 2025	2028 2027	Project also has \$7,008,573 of Category 1 funding; Proposing to add \$5,300,000 of CMAQ funding (total) to this project	\$63,694,143 \$65,413,346	\$58,404,773			\$58,404,773	\$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban roadway	August 2032	2032		\$45,644,747 \$51,292,734	\$32,473,108			\$32,473,108	\$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane roadway divided-urban (Ultimate 6)	September 2027 August 2033	2028 2033	Project also has \$4,479,831 of Category 1 funding	\$42,442,704 \$41,811,755	\$42,442,704			\$37,331,924	\$42,442,704					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		\$530,970,611 \$645,742,361	\$0							\$0	\$0	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		\$514,835,202 \$267,702,667	\$0							\$0	\$0	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2032 2029	2033 2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053 ; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250)	\$355,536,059 \$378,147,900	\$0	\$0	\$0	\$0	\$0			\$0	\$0	69.40
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2032 2029	2033 2030	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$9,588,561 of Category 4 funding previously moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; Entry is only for environmental clearance; Construction being covered under various breakout projects	N/A \$2,709,384,784	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	87.62
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Hardin Boulevard JCT US 380/East University Drive	Construct 0 to 8 lane freeway	September 2032 2029	2033 2030	Breakout from TIP 13070/CSJ 0135-15-002; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Collin County funds being removed from another section of US 380 (TIP 13069/CSJ 0135-04-036) and replaced with Category 2 funds on this project	\$500,745,468 \$1,413,626,944	\$0	\$0	\$0	\$0	\$0					87.62

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13085	0135-15-005	US 380	JCT US 380/West University Drive to US 75 Hardin Boulevard	Construct 0 to 4/6 lane continuous frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding to be reduced and transferred to CSJ 0135-15-006 and CSJ 0135-15-007	\$361,264,697 \$474,142,925	\$361,264,697			\$11,141,247	\$11,141,247			\$463,001,678	\$350,123,450	87.62	
13086	0135-15-006	US 380	SH 5 US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding offset by a decrease on CSJ 0135-15-005	\$427,852,573 \$338,673,518	\$427,852,573			\$8,753,838	\$8,753,838			\$329,919,680	\$419,098,735	87.62	
13087	0135-15-007	US 380	Hardin Boulevard to SH 5 At US 75	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads Construct Interchange	September 2033	2034	Breakout from TIP 13070.1/CSJ 0135-15-004; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Category 12 funding partially offset by reduction on CSJ 0135-15-005 and TIP 55287/CSJ 0047-10-002; \$86,243,581 was requested through the 2026 UTP, but it was not proposed for TTC approval	\$713,326,203 \$482,944,757	\$627,082,622	\$136,775,300	\$136,775,300	\$321,169,457	\$314,954,923	\$0	\$151,653,226	\$0	\$23,699,173	87.62	
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2027	2028	US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007; Project is being cancelled because work will be covered under TIP 55283/CSJ 0135-03-056	\$16,083,200	\$0	\$0	\$0	\$0	\$0					95.51	
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	April 2034	2034	US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A \$130,041,119	\$0	\$0	\$0					\$0	\$0	59.54	
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane discontinuous continuous frontage roads	April 2034	2034	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A \$958,923,280	\$0	\$0	\$0					\$0	\$0	50.00	
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2029	2033	US 380 breakout project as it includes a N/S roadway bridge at the lake	\$608,854,861 \$699,957,905	\$0	\$0	\$0			\$0	\$0	\$0	\$0	87.62	
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2032	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A \$88,788,389	\$0	\$0	\$0					\$0	\$0	67.01	
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	October 2033	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A \$687,620,789	\$0	\$0	\$0					\$0	\$0	60.92	
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	October 2033	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A \$29,553,648	\$0	\$0	\$0					\$0	\$0	61.27	
55292	0135-10-065	US 380	Teel Pkwy/Championship Drive to Denton/Collin County Line	Reconstruct and widen 4 to 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous access/frontage roads	September 2029	2036	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval	\$119,904,607 \$85,953,092	\$0							\$0	\$0	80.20	
										Total Proposed Funding - Collin County								\$2,554,092,751	

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Dallas County Projects																		
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	September 2034 2027	2035 2027	Project being implemented by the Fort Worth District, but using Dallas District Category 2 and since it is physically within Dallas County; <u>Category 4 funds are from Fort Worth District</u>	\$22,000,000	\$22,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	August 2032 2045	2032 2045	TxDOT and NCTCOG staff are working to develop consensus on project scope	\$246,186,345 \$237,562,696	\$0									76.19
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd:- Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	August 2045	2045	Funding moved to breakout project (CSJ 0009-11-252); Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267-Project is just for environmental clearance work, so being removed from the 10-Year Plan	\$218,070,855	\$0-					\$0	\$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	August 2029	2029	<u>TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval</u>	\$178,712,663 \$170,626,142	\$88,707,912					\$88,707,912	\$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	August 2032	2032 2033		\$1,421,743,460 \$1,329,352,588	\$0					\$0	\$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2028 2026	2029 2027	Project also has \$6,331,827 of Category 11 funding	\$79,147,850 \$85,479,677	\$79,147,850	\$39,573,925	\$39,573,925	\$39,573,925	\$39,573,925					88.84
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 2 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	August 2036 2045	2036 2045	Improvements called for in the MTP by 2040	\$49,140,915	\$0									72.81
55062	0196-03-266	IH 35E	South North of Oak Lawn Avenue to Regal Row SH 183	SH 183 to Regal: Reconstruct and widen 6 to 8 general purpose lanes, and reconstruct existing 4/6 discontinuous to 4/6 discontinuous lane frontage roads; SH 183 to Market Center: Widen 10 to 11 general purpose lanes, reconstruct 4/6 continuous to 4/6 continuous lane frontage roads, and construct 0 to 2 collector-distributor lanes; SH 183 to Oak Lawn: Reconstruct and widen 10 to 11/12 general purpose lanes and reconstruct 4/6 continuous to 4/6 continuous lane frontage roads Reconstruct and widen 10 to 11/12- general purpose lanes; and reconstruct existing 4/6 lane to 4/6 lane frontage roads	August 2036 2045	2036 2045	Improvements called for in the MTP by 2040	\$1,149,737,359 \$1,143,105,300	\$0									68.59

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express-lane	August 2045	2045	Funding was previously removed from this project <u>Improvements are no longer in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan</u>	\$0	\$0-									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH-635 interchange, including 0/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane concurrent managed lanes	August 2045	2045	<u>Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan</u>	\$1,222,240,156	\$0-									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, reconstruct 4 to 4 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH-635 interchange	August 2045	2045	<u>Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan</u>	\$70,568,436	\$0-									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	August 2033 2034	2033 2034	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; <u>TxDOT requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval</u>	\$38,959,659	\$0					\$0	\$0			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct <u>and widen</u> existing 8 to <u>10</u> general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to <u>4/6</u> 6/8 lane continuous frontage roads (Ultimate)	August 2036 2045	2036 2045	Funding previously moved to TIP 11527	\$122,333,957 \$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	<u>Elm Fork Trinity River to Empire Central: Reconstruct and widen 8 to 10 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Empire Central to IH 35E: Reconstruct 6 to 6 general purpose lanes and construct 0 to 4 collector-distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane continuous frontage roads</u> Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	August 2036 2045	2036 2045	Funding previously moved to TIP 11527	\$332,709,039 \$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	Funds proposed by private sector; TxDOT reviewing implementation and funding options; <u>Project is no longer moving forward, so proposing to remove from the 10-Year Plan</u>	\$360,000,000	\$0-									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12		TBD	TBD	Funding previously moved to TIP 53003 and 11527	\$0	\$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114		TBD	TBD	Funding previously moved to TIP 11527	\$0	\$0									65.95

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	August 2033	2033	Proposing to remove Category 2 funding and transfer it to breakout project (CSJ 2964-12-009)	\$10,000,000 \$294,837,666	\$0	\$10,000,000	\$0							71.29	
55112	0353-05-120	SL-12	At Skillman	Reconstruct grade separation	August 2045	2045	Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated Project is no longer moving forward, so proposing to remove from the 10-Year Plan	\$51,779,102	\$0									78.89	
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	March 2027	2027 2028	Project split out from TIP 55014/CSJ 0261-01-041	\$31,790,409 \$34,333,643	\$31,790,409	\$31,790,409	\$31,790,409							64.93	
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096	\$129,922,181 \$127,902,882	\$0	\$0	\$0	\$0	\$25,753,185	\$0				75.63	
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 continuous lane to 4/6 continuous lane frontage roads	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096	\$71,823,319 \$72,263,747	\$0	\$0	\$0	\$0	\$33,062,577	\$0				65.12	
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	September 2028 2027	2029 2027	Project split out from TIP 53109; Category 4 funding previously reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funds in 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); Additional Category 12 funds received in 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from CSJ 0095-02-125 and TIP 53108/CSJ 0095-10-033; Project also has \$1,588,225 of local funding	\$395,000,826 \$366,563,487	\$393,412,601	\$0	\$0	\$62,066,566	\$62,066,566	\$241,928,203	\$331,346,035			79.95	
50001	0092-14-094	IH 345	IH 30 to Spur 366	Reconstruct 6 lane freeway to 6 lane freeway, reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads and reconstruct interchanges at IH 30 and SP 366	August 2035	2035	Propose to add project to the 10-Year Plan; TxDOT requested Category 12 funding from the TTC for this project; TxDOT submitting a federal competitive grant application for this project	\$1,546,906,178	\$370,000,000	\$0	\$75,000,000	\$0	\$45,000,000			\$0	\$250,000,000	71.35	
										Total Proposed Funding - Dallas County								\$985,058,772	
Denton County Projects																			
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	August 2031	2031		\$92,575,000 \$106,461,250	\$92,575,000	\$92,575,000	\$92,575,000							59.61	
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2026	2025	TxDOT proposing to remove all funding from this project and transfer it to breakout projects (TIP 55197.4/CSJ 0195-02-090, TIP 55197.6/0195-02-091, and TIP 55197.5/0195-02-092); Entry will only be for environmental clearance and right-of-way acquisition; Construction will be funded under breakout projects	\$490,563,898 \$495,359,007	\$0			\$217,924,078	\$0			\$277,434,929	\$0	90.11	

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55197.4	0195-02-090	IH 35	US 77 (North of Denton) to North of FM 3163	Reconstruct and widen 4 lane roadway to 6 lane roadway	August 2028	2028	Breakout project from TIP 55197/CSJ 0195-02-074	\$179,082,137	\$179,082,137			\$0	\$155,359,007			\$0	\$23,723,130	91.11
55197.6	0195-02-091	IH 35	North of FM 3163 to North of Rector	Reconstruct and widen 4 lane roadway to 6 lane roadway	November 2027	2028	Breakout project from TIP 55197/CSJ 0195-02-074	\$165,000,000	\$165,000,000			\$0	\$62,565,071			\$0	\$102,434,929	92.11
55197.5	0195-02-092	IH 35	North of Rector to South of FM 455	Reconstruct and widen 4 lane roadway to 6 lane roadway with new sidewalks, new shared use path, turn lanes, Texas U-turn, ITS installation, and signal improvements	November 2026	2027	Breakout project from TIP 55197/CSJ 0195-02-074; Staff proposing to add \$5,964,000 of CMAQ funding (total) to this project	\$196,881,863	\$190,917,863							\$0	\$190,917,863	93.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	December 2029 November 2027	2030 2028	Project also has \$2,574,631 of Category 11 funding; Portion of Category 4 and Category 12 funding to be offset from 0195-02-074 and 0195-01-116; \$41,732,724 of Category 12 funding was requested through the 2026 UTP, but only \$18,675,484 was proposed for TTC approval	\$130,390,649 \$116,266,771	\$88,657,924			\$0	\$3,042,044			\$66,940,396	\$85,615,880	90.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general-purpose lanes (SH 121 to FM 407); Reconstruct 2/6 lane to 2/8 lane continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage from (SRT/SH 121 to Dallas C/L)	August 2045	2045	Some funding previously moved to TIP-13033.2/CSJ 0196-02-127 and TIP-13033.4/CSJ-0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$1,244,977,926 \$1,327,976,454	\$0	\$0	\$0							78.82
25033.2	0196-02-125	IH 35E	Furbeville Road to FM 407	Reconstruct existing 4 general-purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	August 2045	2045	Funding previously moved to TIP-13033.4/CSJ-0196-02-126 and TIP-13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP-13033.1/CSJ 0196-02-128, TIP-13033.2/CSJ 0196-02-127, TIP-13033.4/CSJ 0196-02-126, TIP-25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$1,119,914,259 \$1,194,575,209	\$0									76.34
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	January 2032 2028	2032 2028	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; TxDOT requested \$50,993,610 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	\$125,399,113 \$132,825,451	\$74,405,503	\$12,918,639	\$12,918,639					\$61,486,864	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding (\$25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding (total)	TBD	\$0	\$0	\$0							N/A

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	September 2035	2036	Improvements called for in the MTP by 2040	\$447,903,383 \$370,165,234	\$0									91.84	
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	September 2035	2036	Improvements called for in the MTP by 2040	\$894,296,969 \$620,389,261	\$0									86.73	
55259.1	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 lane rural to 4/6 lane discontinuous frontage roads	September 2028	2029	Category 2 and 12 funding previously moved from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; TxDOT requested \$47,689,232 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	\$260,713,232 \$446,891,327	\$213,024,000	\$24,537,247	\$24,537,247						\$188,486,753	\$188,486,753	67.36
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	September 2028	2029		\$290,554,033 \$227,696,967	\$0	\$0	\$0						\$0	\$0	86.76
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban- with new sidewalks, turn lanes, a Texas U-turn, new signals, and a grade separated interchange	May 2026 September 2027	2026 2028	MPO Milestone Policy Project; Project also has \$19,067,877 of Category 1 funding; Proposing to add \$6,108,525 of CMAQ funding (total) to the project	\$172,970,558 \$177,966,852	\$166,862,033	\$66,010,541	\$73,973,599	\$92,888,434	\$92,888,434						76.98
											Total Proposed Funding - Denton County								\$1,170,524,460
Ellis County Projects																			
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$14,300,000 of STBG, \$2,500,000 of Category 11, and \$2,000,000 of local funding; Federal competitive grant application pending	\$54,618,327 \$40,877,707	\$12,500,000	\$12,500,000	\$12,500,000							67.56	
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane roadway- urban divided (6 lane ultimate)	August 2030	2030	Proposing to remove Category 2 funding and use it to fund projects that can advance sooner	\$100,957,237 \$91,993,860	\$0	\$25,000,000	\$0							70.00	
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	July 2029 2028	2029 2028		\$70,099,157	\$70,099,157	\$57,151,237	\$57,151,237	\$12,947,920	\$12,947,920					82.22	
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban-	September 2028	2029	Propose to remove Category 2 funding and move it to a breakout project (CSJ 1051-01-064)	\$182,734,267 \$107,442,389	\$0	\$85,442,389	\$0							81.42	
TBD	1051-01-064	FM 664	SH 342 to West of Ferris Road	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, turn lanes, and new signal improvements (Ultimate 6)	September 2028	2029	Project is a breakout of TIP 13035.1/CSJ 1051-01-051 that would make FM 664 4 lanes from IH 35E to IH 45; Funding offset by removal of funding from TIP 13035.1/CSJ 1051-01-051; Proposing to add \$4,607,327 of CMAQ funding (total) as well	\$115,412,344	\$85,442,389	\$0	\$85,442,389							81.42	
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	September 2028 2027	2029	Breakout of TIP 13035.1/CSJ 1051-01-051	\$74,481,854	\$74,481,854	\$68,481,854	\$68,481,854	\$6,000,000	\$6,000,000					71.72	
13029	0092-03-053	IH 45	At FM 664	Construct interchange	September 2028 2027	2029		\$83,760,306	\$83,760,306	\$37,643,105	\$37,643,105	\$12,117,201	\$12,117,201				\$34,000,000	\$34,000,000	76.70

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location <u>with new shared use path, curb ramps, grade separated pedestrian crossing, turn lanes, and signal improvements</u>	June 2028	2028	Project in proximity to future Waxahachie ISD high school; <u>Proposing to reduce Category 2 and add \$5,350,240 of CMAQ funding (total) to this project</u>	<u>\$36,858,702</u> \$33,600,000	<u>\$31,508,462</u>	\$33,600,000	<u>\$31,508,462</u>							61.84	
<u>55105.4</u>	<u>2964-12-009</u>	<u>SL 9</u>	<u>Hampton Rd to IH 35E</u>	<u>Construct 0 to 2 lane continuous frontage road</u>	<u>August 2033</u>	<u>2033</u>	<u>Breakout project from TIP 55105/CSJ 2964-10-006</u>	<u>\$10,000,000</u>	<u>\$10,000,000</u>	\$0	<u>\$10,000,000</u>							<u>71.29</u>	
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	August 2033	2033	Project in proximity to Ennis Speedway; <u>Proposing to remove Category 2 funding to free up funds for projects that can advance sooner</u>	<u>\$175,339,836</u> \$161,537,399	<u>\$0</u>	\$10,000,000	<u>\$0</u>							60.13	
<u>53119.1</u>	<u>0172-08-108</u>	<u>US 287</u>	<u>At Boyce Road</u>	<u>Construct interchange</u>	<u>August 2033</u>	<u>2033</u>	<u>Project in proximity to Ennis Speedway; Breakout of TIP 53119/CSJ 0172-08-103; TxDOT requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval</u>	<u>\$92,496,490</u>	<u>\$0</u>							<u>\$0</u>	<u>\$0</u>	<u>TBD</u>	
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	March 2027	<u>2027</u> 2028	Project also has \$3,944,850 of Category 1 funding	<u>\$50,251,716</u> \$53,255,467	\$49,310,617	\$49,310,617	\$49,310,617							64.93	
											Total Proposed Funding - Ellis County							\$417,102,785	
Kaufman County Projects																			
<u>13074.1</u>	<u>0697-07-002</u>	<u>FM 429</u>	<u>US 80 to South of US 80</u>	<u>Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)</u>	<u>August 2029</u>	<u>2029</u>	<u>Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; <u>Propose to remove Category 2 funding; Project to be cancelled</u></u>	<u>\$47,664,790</u> \$44,170,482	<u>\$0</u>	\$10,793,730	<u>\$0</u>							62.29	
<u>13074.2</u>	<u>1089-04-002</u>	<u>FM 429</u>	<u>US 80 to North of US 80</u>	<u>Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)</u>	<u>August 2029</u> 2028	<u>2029</u>	<u>Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; <u>Proposing to remove Category 2 funding; Project to be cancelled</u></u>	<u>\$7,393,282</u> \$8,840,686	<u>\$0</u>	\$1,049,495	<u>\$0</u>							62.29	
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban-divided roadway (6 lane ultimate)	March 2029	2029	<u>Proposing to remove Category 2 funding and transfer to projects that can advance sooner</u>	<u>\$80,800,196</u> \$77,233,536	<u>\$0</u>	\$8,448,796	<u>\$0</u>							80.78	
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	August 2031	2031	<u>Proposing to remove Category 4 funds and transfer to projects that can advance sooner</u>	<u>\$276,016,216</u> \$222,049,823	<u>\$0</u>			\$8,500,000	<u>\$0</u>					71.25	
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	<u>Proposing to remove Category 4 funds and transfer to projects that can advance sooner</u>	<u>\$134,398,536</u> \$102,673,057	<u>\$0</u>			\$8,500,000	<u>\$0</u>					52.68	
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	<u>Proposing to remove Category 4 funds and transfer to projects that can advance sooner</u>	<u>\$133,912,128</u> \$127,192,128	<u>\$0</u>			\$8,500,000	<u>\$0</u>					52.48	
50013.2	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches <u>and construct new sidewalks</u>	September 2026	2027	Project also has \$626,626 of Category 1 and \$3,000,000 of Category 6 funding; <u>Proposing to add \$275,476 of CMAQ funding (total) to this project</u>	<u>\$6,884,505</u> \$8,459,450	<u>\$3,609,029</u>			\$4,832,824	<u>\$3,609,029</u>					81.12	
<u>50013.4</u>	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches <u>and construct new sidewalks</u>	September 2026	2027	Project also has \$969,546 of Category 1 and \$7,000,000 of Category 6 funding; <u>Proposing to add \$246,277 of CMAQ funding (total) to this project</u>	<u>\$10,049,183</u> \$13,088,872	<u>\$2,802,906</u>			\$5,119,326	<u>\$2,802,906</u>					80.84	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has \$809,363 of Category 1 and \$4,700,000 of Category 6 funding	\$11,392,451 \$10,926,396	\$6,692,451			\$5,417,033	\$6,692,451					79.13
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has \$729,619 of Category 1 and \$3,600,000 of Category 6 funding	\$9,882,855 \$9,849,852	\$6,282,855			\$5,520,233	\$6,282,855					72.45
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has \$1,356,353 of Category 1 and \$9,800,000 of Category 6 funding	\$17,080,561 \$16,910,762	\$7,280,561			\$7,154,409	\$7,280,561					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has \$1,122,863 of Category 1 and \$7,300,000 of Category 6 funding	\$14,294,731 \$15,158,645	\$6,994,731			\$6,735,782	\$6,994,731					74.05
50013	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches <u>and construct new sidewalks</u>	September 2026	2027	Project also has \$676,392 of Category 1 funding ; <u>Proposing to add \$192,526 of CMAQ funding (total) to this project</u>	\$10,094,023 \$9,131,289	\$9,901,497			\$8,454,897	\$9,901,497					81.20
50013.1	0095-03-109	US 80	At Buffalo Creek Relief	Replace <u>existing multiple culverts with a bridge, approaches, and construct new sidewalks</u> bridge and approaches	September 2026	2027	Project also has \$1,335,085 of Category 1 funding ; <u>Proposing to add \$264,592 of CMAQ funding (total) to this project</u>	\$18,780,751 \$18,023,647	\$18,516,159			\$16,688,562	\$18,516,159					77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane rural highway to 4 lane rural roadway divided ; From North of US 80 to US 80: Reconstruct 4 lane rural highway to 4 lane divided with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate), <u>including new shared use path and signal improvements</u>	August 2028 2033	2028 2033	<u>Proposing to add \$6,772,780 of CMAQ funding (total) to this project</u>	\$125,642,776 \$112,454,818	\$118,869,996	\$0	\$6,415,178	\$112,454,818	\$112,454,818					54.67
										Total Proposed Funding - Kaufman County							\$180,950,185	
Rockwall County Projects																		
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	March 2029	2029	<u>Proposing to remove Category 2 funding and transfer to projects that can advance sooner</u>	\$19,017,443 \$17,435,497	\$0	\$11,470,963	\$0							78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	<u>Reconstruct and</u> widen from 2 lane rural to 4 lane urban roadway <u>with new shared use path and intersection improvements</u>	August 2027 June 2026	2027 2026	Project also has \$5,522,338 of Category 1 funding ; <u>Proposing to add \$5,987,882 of CMAQ funding (total) to this project; Project may be advanced to an earlier year</u>	\$52,479,284 \$51,541,824	\$46,491,402			\$46,019,486	\$46,491,402					61.74
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	April 2029 2027	2029 2027	Project split out from TIP 55074	\$57,941,410	\$51,526,232	\$57,941,410	\$51,526,232							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 to 6 lane roadway	August 2045	2045		\$9,988,490	\$0	\$0	\$0							88.75

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	April 2029 2027	2029 2027	Project split out from TIP 55074; Cat 2 funding previously transferred from TIP 55074/CSJ 0451-04-021	\$9,988,490	\$9,988,490	\$9,988,490	\$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided roadway (6 lane Ultimate)	September 2028	2029	Project also has \$15,927,757 of Category 1 funding	\$148,659,070 \$132,731,313	\$132,731,313	\$44,046,699	\$44,046,699	\$88,684,614	\$88,684,614					75.83
										Total Proposed Funding - Rockwall County							\$240,737,437	
Various County Projects																		
11618.2	0918-00-429	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2026	2026	Includes \$6,375,000 of STBG (approved through 2023-2026 M&O Initiative); TxDOT requested Category 12 funding through the 2026 UTP, but was not proposed for TTC approval	\$8,880,000	\$0							\$0	\$0	N/A
										Total Proposed Funding - Various County							\$0	
		Total Category 2, 4, and 12 Funding							\$5,548,466,390	\$1,067,020,262	\$1,079,897,569	\$1,385,963,307	\$1,410,030,636	\$723,293,339	\$753,895,408	\$1,996,326,300	\$2,304,642,777	

Future Project Lettings (FY 2026-FY 2035)			
	Category 2	Category 4	Category 12
2026-2035	\$1,079,897,569	\$1,410,030,636	\$3,058,538,185
Total	\$1,079,897,569	\$1,410,030,636	\$3,058,538,185

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Hood County Projects																		
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	<u>December 2026</u> September-2027	<u>2027</u> 2028	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	<u>\$127,000,000</u> \$131,704,197	<u>\$127,000,000</u>	\$50,000,000	<u>\$75,000,000</u>	\$52,000,000	\$52,000,000					72.76
Total Proposed Funding - Hood County																	\$127,000,000	
Johnson County Projects																		
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	<u>Rehab. Realign roadway</u> 2 lane rural to 2 lane urban <u>roadway</u> with sidewalks and turn lanes	<u>December 2026</u> April 2025	<u>2026</u> 2025	Project split out from TIP 13041/CSJ 0747-05-042	<u>\$2,000,000</u> \$10,400,000	<u>\$2,000,000</u>	\$10,400,000	<u>\$2,000,000</u>							78.10
<u>13040.1</u>	<u>0747-08-002</u>	<u>FM 157</u>	<u>8th Street to North of County Road 108B</u>	<u>Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive</u>	<u>December 2025</u>	<u>2026</u>	<u>Project split out from TIP 13040/CSJ 0747-05-043</u>	<u>\$8,400,000</u>	<u>\$8,400,000</u>	<u>\$0</u>	<u>\$8,400,000</u>							<u>78.10</u>
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	<u>December 2026</u> April 2025	<u>2026</u> 2025		\$9,500,000	\$9,500,000	\$9,500,000	\$9,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to <u>CR 510</u> US 67	Realign and widen roadway from 2 to 4 lanes urban divided	November <u>2031</u> 2028	<u>2032</u> 2029	<u>Proposing to focus funding on a shorter breakout section that is higher priority</u>	<u>\$173,000,000</u> \$294,926,815	\$138,000,000	\$78,000,000	\$78,000,000	\$60,000,000	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	<u>October 2032</u> September-2028	<u>2033</u> 2029		<u>\$25,000,000</u> \$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	<u>October 2032</u> September-2028	<u>2033</u> 2029		<u>\$13,000,000</u> \$64,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	<u>December 2028</u> September-2028	2029	Category 4 funding replaced with Category 2 due to the project not being eligible for Category 4; Offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which was replaced with Category 4	<u>\$80,661,545</u> \$68,999,035	\$68,661,515	\$68,661,515	\$68,661,515	\$0	\$0					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	August 2026	2026		<u>\$84,000,000</u> \$68,000,000	<u>\$84,000,000</u>			\$68,000,000	<u>\$84,000,000</u>					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	<u>March 2026</u> June 2025	<u>2026</u> 2025	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding (total) and \$22,179,782 of STBG funding (total)	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000							82.15
Total Proposed Funding - Johnson County																	\$330,071,515	

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

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects																		
FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Parker County Projects																		
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <u>\$1,034,399</u> \$1,099,775 of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	<u>\$1,634,398</u> \$1,699,775	\$600,000	\$600,000	\$600,000							71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	September 2027	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	\$14,740,000	\$13,450,000	\$13,450,000	\$13,450,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	<u>October 2032</u> May 2029	<u>2033</u> 2029		\$77,000,000	<u>\$51,000,000</u>			\$46,000,000	<u>\$20,000,000</u>			\$31,000,000	\$31,000,000	75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	September 2033	2034	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$448,000,000	\$0	\$0	\$0							61.50
Total Proposed Funding - Parker County																	\$65,050,000	
Tarrant County Projects																		
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	May 2029	2029	Project also has \$20,000,000 of STBG funding (total)	\$51,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct and widen from 8 to 10 general purpose lanes and 4/6/8 lane continuous to 4/6/8 lane continuous frontage roads	September 2034	2035	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093; Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	\$407,310,400	\$0	\$0	\$0							76.01
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	<u>October 2031</u> November 2028	<u>2032</u> 2029	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	<u>\$100,000,000</u> \$150,000,000	\$25,000,000	\$25,000,000	\$25,000,000							76.01
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September <u>2029</u> 2031	<u>2030</u> 2032	Part of the Southeast Connector project; <u>TxDOT requested additional Category 12 funding for this project</u>	\$200,000,000	<u>\$200,000,000</u>					\$100,000,000	<u>\$200,000,000</u>			82.70

<div>10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects</div> <div>FY2026 - FY2035</div>																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/ 4 8 lane discontinuous to 4 6 2/8 lane discontinuous frontage roads; Reconstruct IH 30/SH 183 interchange	October 2032	2033	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC; <u>TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval</u>	\$350,000,000	\$0					\$0	\$0			73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	September 2036	2037	Project will be funded in a future 10-Year Plan Update	\$1,120,000,000	\$0									60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; Cooper St to Baird Farm Road/AT&T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	September 2034 <u>June 2028</u>	2035 <u>2028</u>	TxDOT to build safety barriers into managed lane design	\$218,820,000	\$218,820,000	\$48,180,000	\$48,180,000	\$170,640,000	\$170,640,000					80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	September 2032	2033	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC; <u>TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval</u>	\$170,000,000	\$0					\$0	\$0			83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	October 2033 <u>January 2030</u>	2034 <u>2030</u>	Project is a breakout of TIP 13005/CSJ 0171-05-068; <u>Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner. Project will be re-funded in a future 10-Year Plan Update</u>	\$900,000,000 <u>\$510,000,000</u>	\$0	\$20,000,000	\$0							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements, <u>new signals, and turn lanes.</u>	June 2027	2027	Additional Category 2 funding added to this project and TIP 13057/CSJ 0008-06-052 as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project also has \$6,430,160 from City of Fort Worth; Project awarded \$20 million RAISE grant (plus \$5 million state match); <u>Proposing to add \$17,000,000 of CMAQ funding (total) to this project</u>	\$131,069,840 <u>\$93,930,160</u>	\$114,069,840	\$62,500,000	\$89,069,840	\$25,000,000	\$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	June 2027	2027	Split from TIP 13056; Project also has <u>\$5,000,000</u> \$10,000,000 from City of Fort Worth	\$42,500,000 <u>\$72,500,000</u>	\$37,500,000	\$37,500,000	\$37,500,000							79.36

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035																			
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	October 2032 March 2029	2033 2029		\$41,000,000 \$21,000,000	\$21,000,000	\$21,000,000	\$21,000,000							61.51	
55034	0364-05-039	SH 183	FM 157 to Bear Creek Parkway SH 121 to SH 10	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	TBD	TBD	Funding source to be determined		\$0									72.81	
55035	0094-02-136	SH 183	Bear Creek Parkway West of SH 360 to Dallas County line	Reconstruct and widen 6/7 to 8 general purpose lanes, 2 to 6 concurrent managed lanes concurrent, and reconstruct 2/4/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway	TBD	TBD	Funding source to be determined		\$0									72.81	
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	October 2033 January 2030	2034 2030	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by \$110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; \$70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas); TxDOT requested additional Category 12 funding through 2026 UTP, but it was not proposed for TTC approval	\$500,000,000 \$370,000,000	\$70,000,000	\$0	\$0						\$70,000,000	\$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	October 2032 September 2028	2033 2029	Category 2 funding replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	\$138,661,515	\$68,661,515	\$0	\$0	\$68,661,515	\$68,661,515					78.28	
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct and widen 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads	December 2028	2029	Project is split out from TIP 51346; \$70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	\$130,000,000 \$100,000,000	\$70,000,000	\$0	\$0	\$0	\$0			\$70,000,000	\$70,000,000	94.82	
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	March 2029	2029	Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update	\$256,000,000 \$330,000,000	\$0	\$20,000,000	\$0							77.49	
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2028	2029	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ; Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner	\$15,000,000	\$0	\$12,638,436	\$0							73.82	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2029 2031	2030 2032	Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	\$178,000,000	\$178,000,000					\$178,000,000	\$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 4 2/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	November April 2029	2030 2029		\$229,977,606 \$450,280,000	\$229,977,606	\$116,600,000	\$116,600,000	\$113,377,606	\$113,377,606					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2026 April 2025	2026 2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$25,056,079	\$23,402,377	\$23,402,377	\$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	August 2026 April 2025	2026 2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	\$10,800,000	\$4,783,669	\$4,783,669	\$4,783,669							72.02
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 lane one way to 2 lane one way southbound frontage road	August 2026 April 2025	2026 2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding	\$19,066,000	\$11,838,179	\$11,838,179	\$11,838,179							70.49
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	August 2026 April 2025	2026 2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$1,838,179	\$1,838,179	\$1,838,179	\$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	August 2026 April 2025	2026 2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$18,856,480	\$18,856,480	\$18,856,480	\$18,856,480							73.68
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2 way discontinuous to 4 lane, 1-way continuous frontage roads	January 2030 May 2029	2030 2029		\$50,000,000 \$34,717,812	\$34,717,812			\$34,717,812	\$34,717,812					62.40
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	June 2032 April 2029	2032 2029	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Discussions on scope pending between TxDOT and NCTCOG staff	\$47,841,920 \$47,842,627	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																	\$1,364,550,752	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects FY2026 - FY2035																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Wise County Projects																		
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	August 2030 October 2028	2030 2029		\$6,000,000 \$6,300,000	\$6,300,000	\$3,600,000	\$6,300,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Construct 0 to 4 lane roadway on new alignment of FM 1810	August 2030 October 2028	2030 2029		\$25,000,000 \$32,500,000	\$32,500,000	\$13,300,000	\$32,500,000							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	August 2030 October 2028	2030 2029	Project also has \$8,000,000 in Category 1 funding	\$71,700,000 \$91,400,000	\$55,500,000	\$16,700,000	\$55,500,000							68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4-lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	January 2030 December 2027	2030 2028		\$81,400,000 \$84,682,188	\$84,682,188	\$41,400,000	\$41,400,000	\$43,282,188	\$43,282,188					61.99
Total Proposed Funding - Wise County																	\$178,982,188	
Total Category 2, 4, and 12 Funding									\$2,065,654,455	\$785,343,930	\$844,975,334	\$681,679,121	\$671,679,121	\$278,000,000	\$378,000,000	\$171,000,000	\$171,000,000	

Future Project Lettings (FY2026-FY2035)			
	Category 2	Category 4	Category 12
2026-2035	\$844,975,334	\$671,679,121	\$549,000,000
Total	\$844,975,334	\$671,679,121	\$549,000,000

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects																
FY2026 - FY2035																
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	September 2027 October 2027	2028 2030	Hunt County is doing environmental clearance; Project also has \$4,560,000 of Category 11 funding	\$42,560,000 \$42,289,915	\$38,000,000	\$38,000,000	\$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	October 2027	2028 2030	Project also has \$3,828,000 of Category 11 funding	\$35,728,000 \$35,640,000	\$31,900,000	\$31,900,000	\$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2026 August 2029	2027 2030		\$191,077,618	\$122,577,618	\$26,500,000	\$26,500,000			\$96,077,618	\$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$224,000,000	\$0	\$0	\$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$168,000,000	\$0	\$0	\$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$280,000,000	\$0	\$0	\$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	August 2034	2034	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	\$672,000	\$600,000	\$600,000	\$600,000					65.49
										Total Proposed Funding - Hunt County					\$193,077,618	
		Total Category 2, 4, and 12 Funding							\$193,077,618	\$97,000,000	\$97,000,000	\$0	\$0	\$96,077,618	\$96,077,618	

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects													
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,471,784 of CMAQ funding that is covering change orders	\$6,682,469	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2020 (Actual)	2021	Project completed in January 2024	\$24,834,021	\$24,834,021	\$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	\$3,219,051	\$3,219,051	\$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2018 (Actual)	2018	Remainder of construction funded with \$2,879,212 RTR, \$1,202,000 CMAQ, and \$116,301 of local funding; Project completed in April 2021	\$19,081,190	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	July 2022 (Actual)	2022	Project also has Category 1 <u>and \$9,228,407 of Category 11 COCO</u> funding to cover funding gap and change orders	\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	\$46,333,942	\$45,920,230	\$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,392,988 of CMAQ funding	\$5,212,988	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
<u>13071</u>	<u>0364-04-051</u>	<u>Spur 399</u>	<u>US 75 to SH 5</u>	<u>Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads</u>	<u>December 2024 (Actual)</u> <u>April 2025</u>	<u>2025</u>		<u>\$38,799,849</u>	<u>\$38,799,849</u>	<u>\$38,799,849</u> <u>\$42,547,677</u>			
<u>55156</u>	<u>0364-04-049</u>	<u>Spur 399</u>	<u>At SH 5</u>	<u>Construct interchange</u>	<u>December 2024 (Actual)</u> <u>April 2025</u>	<u>2025</u>		<u>\$36,131,076</u>	<u>\$36,131,076</u>	<u>\$36,131,076</u> <u>\$40,620,471</u>			
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	December 2022 (Actual)	2023	Project also has \$321,537 of Collin County funds	\$39,271,527	\$39,479,990		\$39,479,990		
<u>13072</u>	<u>0047-05-058</u>	<u>SH 5</u>	<u>SH 5/Spur 399 intersection to Stewart Rd</u>	<u>Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads</u>	<u>December 2024 (Actual)</u> <u>April 2025</u>	<u>2025</u>		<u>\$18,634,223</u>	<u>\$18,634,223</u>	<u>\$18,634,223</u> <u>\$24,199,370</u>			
<u>13073</u>	<u>0047-05-057</u>	<u>SH 5</u>	<u>Stewart Road to El Dorado Parkway</u>	<u>Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway</u>	<u>December 2024 (Actual)</u> <u>April 2025</u>	<u>2025</u>	<u>Project also has \$1,206,587 of local contribution</u>	<u>\$63,793,866</u>	<u>\$64,221,173</u>	<u>\$39,555,215</u>	<u>\$24,665,958</u> <u>\$29,683,367</u>		

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	October 2020 (Actual)	2021	<u>Project completed in October 2024</u>	\$38,917,859	\$38,917,859		\$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	July 2022 (Actual)	2022	Change orders being covered by Category 1; <u>Project completed in May 2025</u>	\$33,380,213	\$33,380,213	\$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2018 (Actual)	2018	Project completed in April 2020	\$20,213,387	\$20,730,431	\$20,730,431			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2022 (Actual)	2022	Project also has \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding; <u>Project completed in February 2025</u>	\$43,578,574	\$27,300,067	\$27,300,067			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	\$80,040,840	\$80,669,840		\$16,870,821	\$63,799,019	
<u>55233</u>	<u>0135-03-046</u>	<u>US 380</u>	<u>West of Bridgefarmer Road to 4th Street</u>	<u>Reconstruct and widen 4 lane roadway to 6 lane divided</u>	<u>May March 2025 (Actual)</u>	<u>2025</u>	<u>Project also has \$11,000,000 of Collin County funds</u>	<u>\$74,514,878</u>	<u>\$65,091,878</u>	<u>\$24,189,901</u>	<u>\$40,901,977</u> <u>\$45,123,408</u>		
<u>55233.1</u>	<u>0135-03-057</u>	<u>US 380</u>	<u>Airport Drive to West of Bridgefarmer Road</u>	<u>Reconstruct and widen 4 lane roadway to 6 lane divided</u>	<u>May March 2025 (Actual)</u>	<u>2025</u>		<u>\$55,336,709</u>	<u>\$55,614,998</u>	<u>\$55,614,998</u> <u>\$62,703,386</u>			
<u>55234</u>	<u>0135-04-033</u>	<u>US 380</u>	<u>4th Street to CR 458</u>	<u>Reconstruct and widen 4 lane roadway to 6 lanes divided</u>	<u>May March 2025 (Actual)</u>	<u>2025</u>		<u>\$11,561,158</u>	<u>\$11,561,158</u>	<u>\$11,561,158</u> <u>\$12,353,457</u>			
Total Approved Funding - Collin County													
Dallas County Projects													
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	June 2018 (Actual)	2018	Project completed in August 2022; Change orders covered by Category 11	\$25,781,036	\$25,781,036		\$25,781,036		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	\$13,291,213	\$11,000,000		\$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	March 2021 (Actual)	2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns; <u>Project completed in May 2025</u>	\$120,678,632	\$120,574,879		\$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2021 (Actual)	2021	Project also has \$3,500,000 of Category 1 funding for potential cost overruns; <u>Project completed in May 2025</u>	\$13,601,005	\$21,128,162	\$7,827,157		\$13,301,005	

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project also has \$26,139,846 of Design-Build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project also has \$83,400,711 of Design-Build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-Build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-Build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	June 2018 (Actual)	2018	Project completed in April 2021; Change orders covered by Category 1	\$21,821,798	\$21,821,798		\$21,821,798		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	March 2020 (Actual)	2020	Remainder of construction funded with \$701,700 CMAQ and \$1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	\$12,469,181	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May 2021 (Actual)	2021	Remainder of project funded with \$7,000,000 of CMAQ funds; Project completed in January 2024	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Project also has \$37,748,649 of Category 1 funding; Change orders covered by Category 12	\$222,203,919	\$156,607,670			\$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, \$2,500,000 of Category 1 funding, and \$20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has \$408,000 of CMAQ funding, \$6,000,000 of Category 1 funding, and \$54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Cost savings are being used to cover change orders	\$91,202,288	\$156,607,670			\$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	July 2024 (Actual)	2024	Project also has \$1,014,582 of local contribution from the City of Mesquite	\$197,499,361	\$201,575,779		\$129,245,388	\$63,822,920	\$8,507,471
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	July 2024 (Actual)	2024		\$342,164,864	\$342,164,864	\$37,916,764	\$228,404,680	\$75,843,420	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project completed in December 2021; Remaining costs were covered by Category 1 funding	\$1,007,339	\$907,339	\$907,339			
Total Approved Funding - Dallas County													
\$3,567,440,774													
Denton County Projects													
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	July 2022 (Actual)	2022	Project also has \$23,052,037 of Category 1 funding	\$73,248,171	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	June 2021 (Actual)	2021	Project completed in March 2024	\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	November 2019 (Actual)	2020	Project also has \$3,000,000 of Bridge funds and \$552,921 of CMAQ; Project completed in April 2024	\$11,088,528	\$7,500,000	\$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has \$9,450,000 Category 11 Energy Sector and \$34,627,752 Category 11 COCO funds	\$205,860,139	\$161,782,387	\$30,969,735			\$130,812,652
<u>55197.2</u>	<u>0195-02-081</u>	<u>IH 35</u>	<u>North of FM 455 to North of View Rd</u>	<u>Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads</u>	<u>August 2025</u> <u>December 2024</u>	<u>2025</u>		<u>TBD</u>	<u>\$175,274,675</u>				<u>\$175,274,675</u>
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has \$20,000,000 Category 11 Energy Sector, \$11,925,553 Category 11 COCO, and \$1,452,495 of local contribution from the City of Denton	\$261,858,377	\$233,357,330		\$43,647,905		\$189,709,425

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	July 2022 (Actual)	2022	Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$28,212,007		\$1,349,711		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	April 2024 (Actual)	2024	Project also has \$18,812,905 Category 11 Energy Sector and \$8,920,000 Category 11 COCO funds	\$116,185,323	\$88,452,418	\$35,008,319	\$31,394,099	\$10,000,000	\$12,050,000
<u>13033.2</u>	<u>0196-02-127</u>	<u>IH 35E</u>	<u>At Business 121</u>	<u>Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads</u>	<u>January 2025 (Actual)</u>	<u>2025</u>	<u>Denton Priority Project #4; Project also has \$5,800,085 of local funds for aesthetic improvements</u>	<u>\$100,994,633</u>	<u>\$95,194,548</u>	<u>\$95,194,548</u> <u>\$94,351,098</u>			
<u>13033.4</u>	<u>0196-02-126</u>	<u>IH 35E</u>	<u>At Corporate Drive</u>	<u>Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads</u>	<u>January 2025 (Actual)</u>	<u>2025</u>	<u>Denton Priority Project #5; Project also has \$4,161,470 of local funds for aesthetic improvements</u>	<u>\$110,371,467</u>	<u>\$108,080,131</u>	<u>\$108,080,131</u> <u>\$96,262,582</u>			
<u>25033.3</u>	<u>0196-01-109</u>	<u>IH 35E</u>	<u>South of Mayhill Road to South of SL 288</u>	<u>Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads</u>	<u>June 2025 (Actual)</u>	<u>2025</u>		<u>\$123,539,232</u>	<u>\$125,307,232</u>	<u>\$125,307,232</u> <u>\$129,130,349</u>	<u>\$0</u> <u>\$10,000,000</u>		
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	July 2018 (Actual)	2018	Project also has \$9,237,129 2MP1, \$9,204,379 4P1, & \$2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021	\$18,791,508	\$350,000	\$350,000			
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	November 2019 (Actual)	2020	Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project completed in April 2024	\$18,803,011	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	July 2018 (Actual)	2018	Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,314 of Category 1 funds; Change orders covered by Category 1; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2020 (Actual)	2020	Also has \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund; <u>Project completed in August 2024</u>	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	\$68,192,321	\$68,192,321	\$68,192,321			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023		\$28,239,411	\$28,239,411	\$28,239,411			
Total Approved Funding - Denton County													\$1,377,974,056

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Ellis County Projects													
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	May 2018 (Actual)	2018	Project also has \$1,921,068 Category 11 & \$11,147,127 STBG; Project completed in June 2021	\$28,877,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has \$4,000,000 of Category 1 funds; Project completed in May 2025	\$45,984,067	\$42,000,000		\$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2024 (Actual)	2024	Project also has \$7,627,931 of Category 11 funding and \$48,839 of local funding	\$79,799,197	\$77,154,426		\$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,796,292 of STBG funding and \$1,319,348 of Category 11 COCO funding	\$34,602,495	\$31,586,928	\$31,586,928			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with \$3,956,540 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with \$4,938,800 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2019 (Actual)	2019	Project also has \$10,330,000 of Prop 1 - Cat 4 and \$50,000 of Category 11 funding; Change orders covered by Category 11; Project completed in December 2021	\$27,666,577	\$17,286,577		\$17,286,577		
Total Approved Funding - Ellis County													\$185,127,931
Kaufman County Projects													
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	\$13,687,533	\$6,894,899	\$6,894,899			
N/A	0095-03-085	FM 460	at US 80	Replace bridge and approaches	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$6,723,349	\$2,778,445		\$2,778,445		

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
<u>55111.2</u>	<u>2588-01-022</u>	<u>FM 548</u>	<u>North of US 80 to Windmill Farms Blvd</u>	<u>Widen and reconstruct 2 lane rural to 6 lane urban divided</u>	<u>March 2025 (Actual)</u>	<u>2025</u>		<u>\$80,359,417</u>	<u>\$81,127,417</u>	<u>\$81,127,417</u> <u>\$115,245,043</u>			
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding; Costs have increased since letting	\$116,810,288	\$116,810,288		\$116,810,288		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2 way to 2 lane, 1-way frontage road and ramp modifications	October 2020 (Actual)	2021	Project completed in September 2023; Project also has \$253,983 of Category 11 funding	\$13,179,601	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021	\$1,238,789	\$1,238,789	\$1,238,789			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	June 2023 (Actual)	2023	Project also has \$3,662,623 of Category 11 funding	\$43,212,466	\$39,549,843	\$39,549,843			
Total Approved Funding - Kaufman County													
Rockwall County Projects													
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	May 2018 (Actual)	2018	Project also has \$925,000 of Prop 1 - Cat 2 and \$40,000 of CMAQ; Change orders covered by Category 11; Project completed in August 2021	\$9,290,063	\$8,325,063	\$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	June 2023 (Actual)	2023	Project also has \$50,000,000 of CMAQ funds	\$342,870,407	\$295,320,406	\$89,062,713		\$206,257,693	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	October 2022 (Actual)	2023		\$199,292,314	\$199,292,314		\$32,045,599	\$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	October 2022 (Actual)	2023		\$113,230,273	\$113,230,273	\$66,992,876		\$46,237,397	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	March 2021 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; <u>Project completed in May 2025</u>	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Project also has \$1,358,000 of CMAQ and \$992,442 of Category 1; Change orders covered by Category 1; Project completed in February 2021	\$17,257,442	\$14,900,000	\$14,900,000			

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Category 1 funds will be used to cover overruns; Project completed in February 2021	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County													\$638,787,221
Various County Projects													
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500				\$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	April 2024 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$5,270,400	\$2,013,000				\$2,013,000
<u>11618.2</u>	<u>0918-00-362</u>	<u>VA</u>	<u>Regional Mobility Assistance Patrol (Dallas District)</u>	<u>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</u>	<u>August 2025</u>	<u>2025</u>	<u>Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP</u>	<u>N/A</u>	<u>\$2,331,000</u>				<u>\$2,331,000</u>
Total Approved Funding - Various County									\$6,040,500				
Total Category 2, 4, and 12 Funding									\$6,696,547,466	\$2,916,025,027	\$1,350,909,951	\$1,712,117,895	\$592,187,361

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,224,659	\$58,602,834	\$0
2019	\$547,894,686	\$192,286,577	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$422,473,065	\$176,584,658	\$242,956,591
2022	\$221,390,598	\$162,938,444	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$556,557,907
2025	\$1,094,473,414	\$159,507,745	\$299,144,017
Total	\$3,041,332,259	\$1,350,909,951	\$2,304,305,256

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects													
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559-02-007	\$1,000,000	\$0				\$0
Total Approved Funding - Denton County													\$0
Hood County Projects													
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,000,000 in local funding from Hood County; <u>Project completed in November 2024</u>	\$46,969,449	\$0	\$0			
Total Approved Funding - Hood County													\$0
Johnson County Projects													
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with \$22,800,000 of STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
Total Approved Funding - Johnson County													\$3,950,000
Parker County Projects													
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	May 2023 (Actual)	2023		\$28,293,108	\$28,293,108		\$28,293,108		

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

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

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

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

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

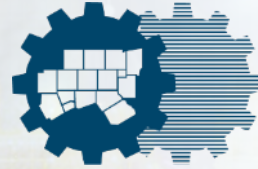
10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2025													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects													
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500				\$812,500
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	November 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG	\$7,812,000	\$1,775,000				\$1,775,000
<u>11619.1</u>	<u>0902-00-311</u>	<u>VA</u>	<u>Regional Mobility Assistance Patrol (Fort Worth District)</u>	<u>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</u>	<u>August 2024 (Actual)</u>	<u>2025</u>	<u>Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG and \$430,000 of Category 12C; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP</u>	<u>\$4,168,462</u>	<u>\$900,000</u>				<u>\$900,000</u>
										Total Approved Funding - Various County			
Total Category 2, 4, and 12 Funding													
									\$2,951,756,679	\$1,328,404,876	\$603,825,954	\$849,602,000	\$169,923,849

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects FY2017 - FY2025												
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	October 2020 (Actual)	2021	Project completed in August 2023	\$14,191,647	\$16,400,000	\$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding	\$30,044,518	\$25,023,674	\$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding	\$64,767,102	\$52,374,999	\$23,375,000		\$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 1 funding	\$44,670,227	\$39,679,749	\$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$4,098,997 of Category 11 Change Order funding	\$76,034,119	\$71,660,123	\$13,689,859	\$8,373,452	\$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$794,237 of Category 11 Change Order funding	\$53,725,782	\$52,931,546	\$1,820,209	\$5,000,000	\$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	October 2023 (Actual)	2024	Project also has \$500,937 of Category 11 Change Order funding	\$58,708,986	\$58,208,050	\$111,778	\$5,000,000	\$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 1 funding	\$18,638,110	\$15,129,828	\$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	March 2023 (Actual)	2023	Project completed in March 2025	\$4,665,736	\$4,665,736	\$4,665,736		
Total Approved Funding									\$336,073,705			
Total Category 2, 4, and 12 Funding									\$336,073,705	\$139,895,833	\$18,373,452	\$177,804,420

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$0	\$0	\$0
2021	\$16,400,000	\$0	\$0
2022	\$0	\$0	\$0
2023	\$107,873,987	\$0	\$28,999,999
2024	\$15,621,846	\$18,373,452	\$148,804,421
2025	\$0	\$0	\$0
Total	\$139,895,833	\$18,373,452	\$177,804,420

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



Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan – Transportation Elements

Jenny Narvaez

North Central Texas Council of Governments

July 10, 2025

Comprehensive Air Quality Planning



Nonattainment for Ground-Level Ozone

Risk of Conformity Lapse and Section 185 Fees

Health Impacts



New Particulate Matter National Ambient Air Quality Standards (NAAQS)

Increased Transportation Conformity Requirements

Health Impacts



Population Growth to ~12.2M by 2050

Increased Vehicle Miles Traveled, Increased Emissions, Constrained Resources



Electricity Demand

Increased Emissions and Costs, Risk of Grid Outages (Reduced if Using Electric Vehicles to Strengthen Grid)



Limitations on Traditional Air Quality Planning

Other Pollutants, Regions, and Sectors Impacting NAAQS Attainment



Comprehensive Air Quality Planning

Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP) Due December 1, 2025*

Builds on Priority Action Plan submitted in 2024 (www.publicinput.com/dfwAQIP)

- Comprehensive Emissions Inventory
 - Projections and Targets
- Measures to Improve Air Quality in All Sectors Through 2050

Comprehensive Stakeholder
Engagement

Air Quality Planning for All
Emissions of Local Concern

Integrating Regional and Statewide
Plans

**The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants*
The Texas Commission of Environmental Quality is developing a [Statewide CAP](#) under the CPRG: Planning Grants



Completing the Plan

Today's Presentation

The Baseline: State of Air Quality and Emissions Projections

2022 Carbon Dioxide Equivalent (CO₂e) and Criteria Pollutant Inventories

“Business as Usual” or “Do Nothing” Projections for Transportation Sector In 2050

October RTC Meeting

The Plan: Measures and Targets to Improve Future Air Quality

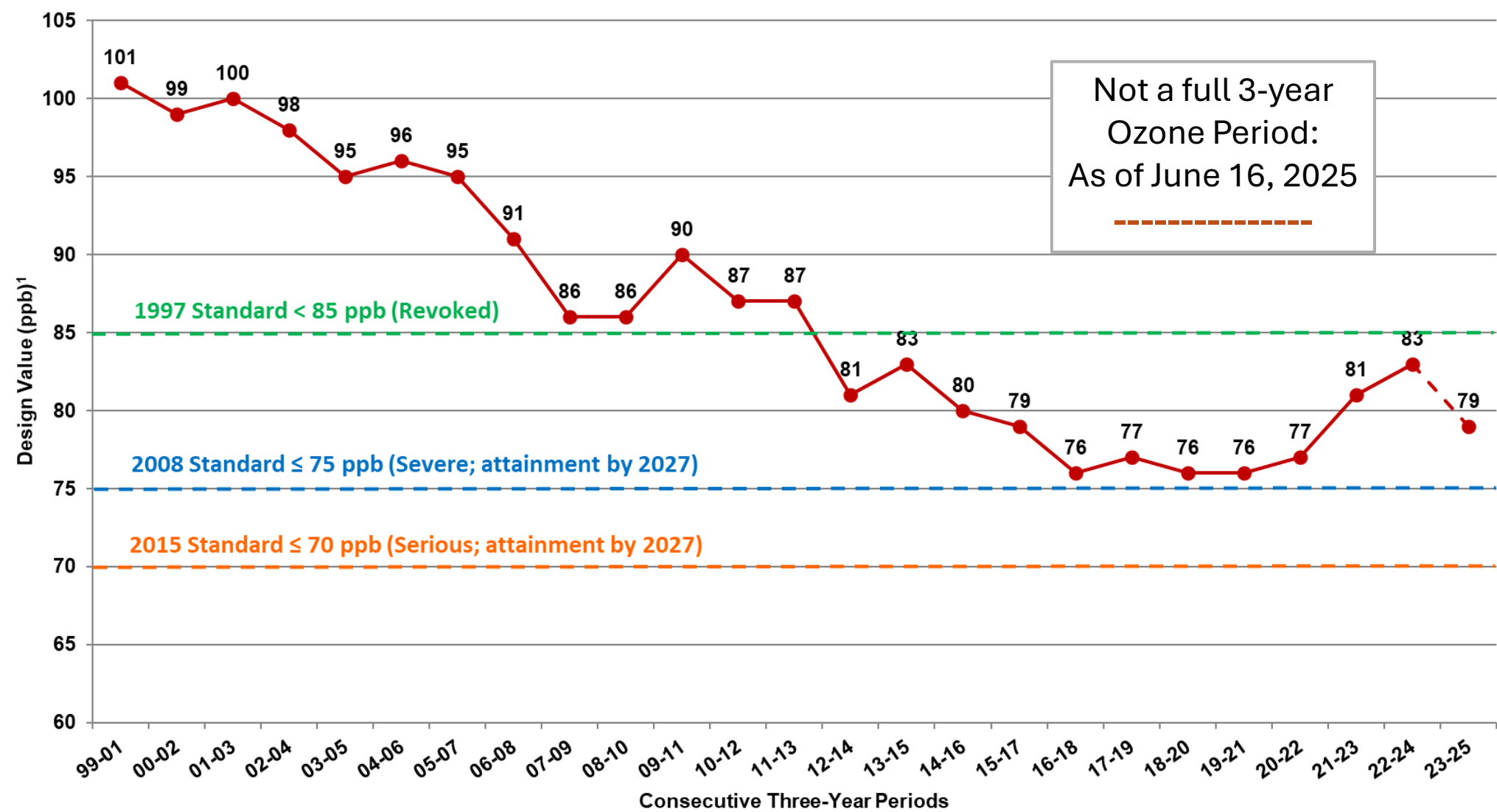
Targets/Goals for 2030 and 2050

Measures (i.e. projects, programs, and policies) to Improve Air Quality Relative to Mobility 2050 Forecasts

Benefits, Funding, and Workforce Analysis



8-hour Ozone NAAQS Historical Trends



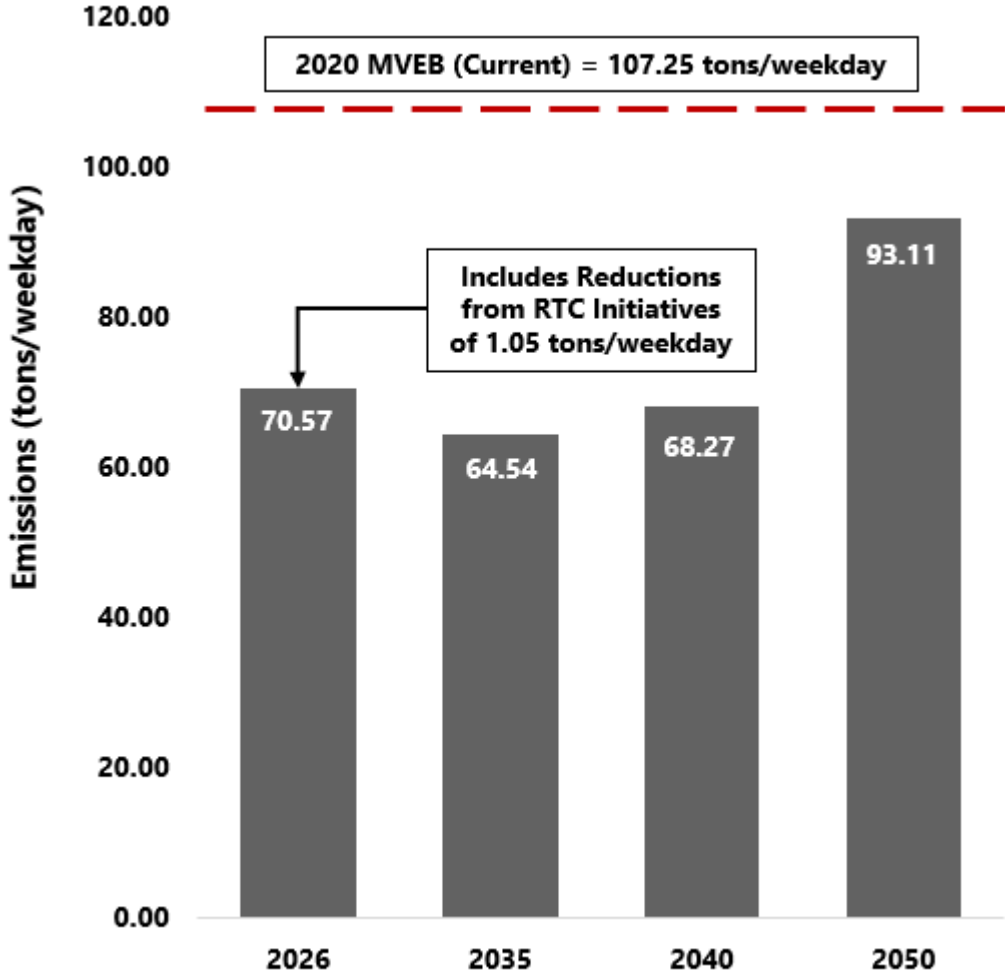
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: TCEQ



2025 Transportation Conformity Analysis Results

On-road, Nitrogen Oxides (NO_x), Weekday



Nitrogen Oxides (NO_x)
(tons/weekday)
NCTCOG 10-County Ozone
Nonattainment Area

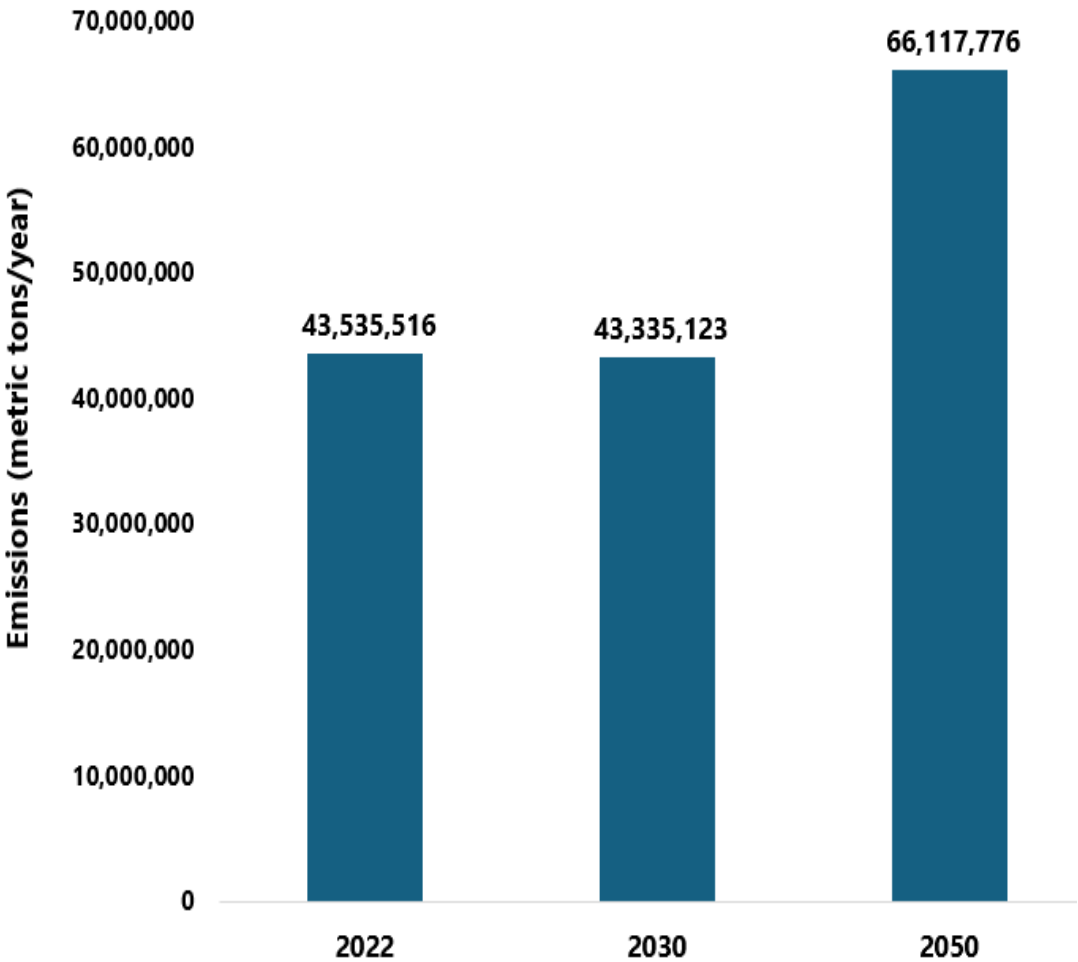
MVEB = Motor Vehicle Emission Budget



Emissions Inventory Results

On-road, Carbon Dioxide Equivalent (CO₂e), Annual

DRAFT



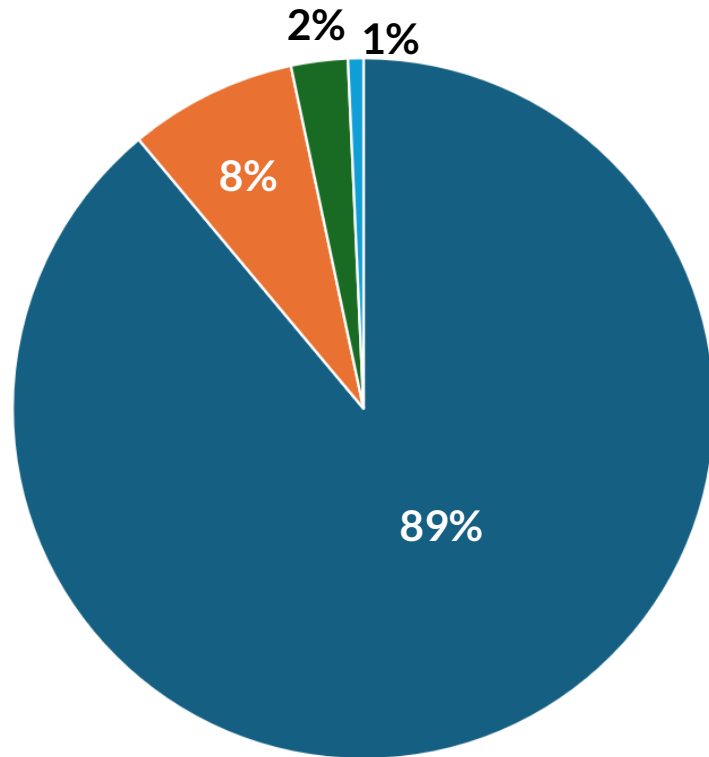
Carbon Dioxide Equivalent (CO₂e)
(metric tons/year)
NCTCOG 16-County Area



Emissions Inventory Results

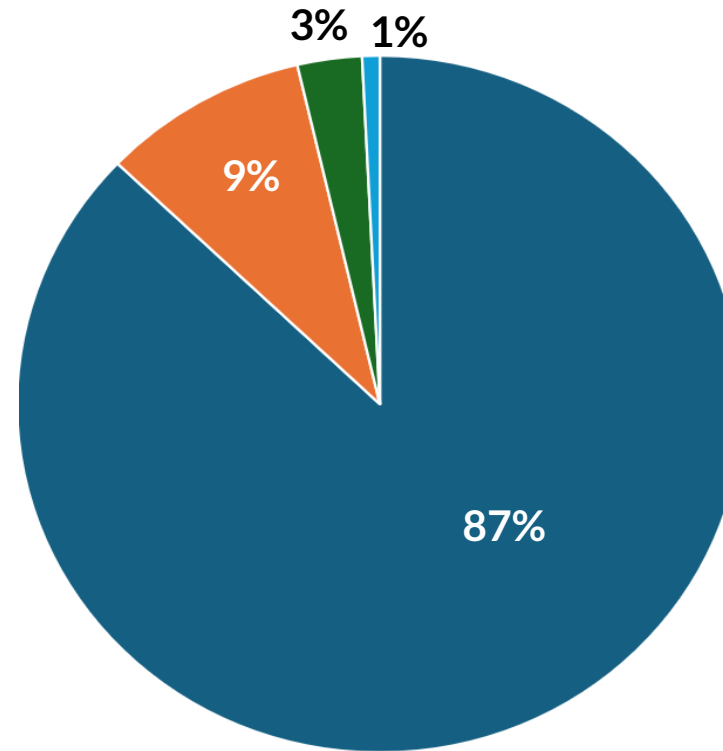
Transportation Sector, Carbon Dioxide Equivalent (CO₂e), Annual

Analysis Year 2022
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO₂e)
48,954,048 (metric tons/year)

Analysis Year 2050
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO₂e)
75,883,394 (metric tons/year)

DRAFT

- On-road
- Off-road/Non-road
- Aviation
- Rail

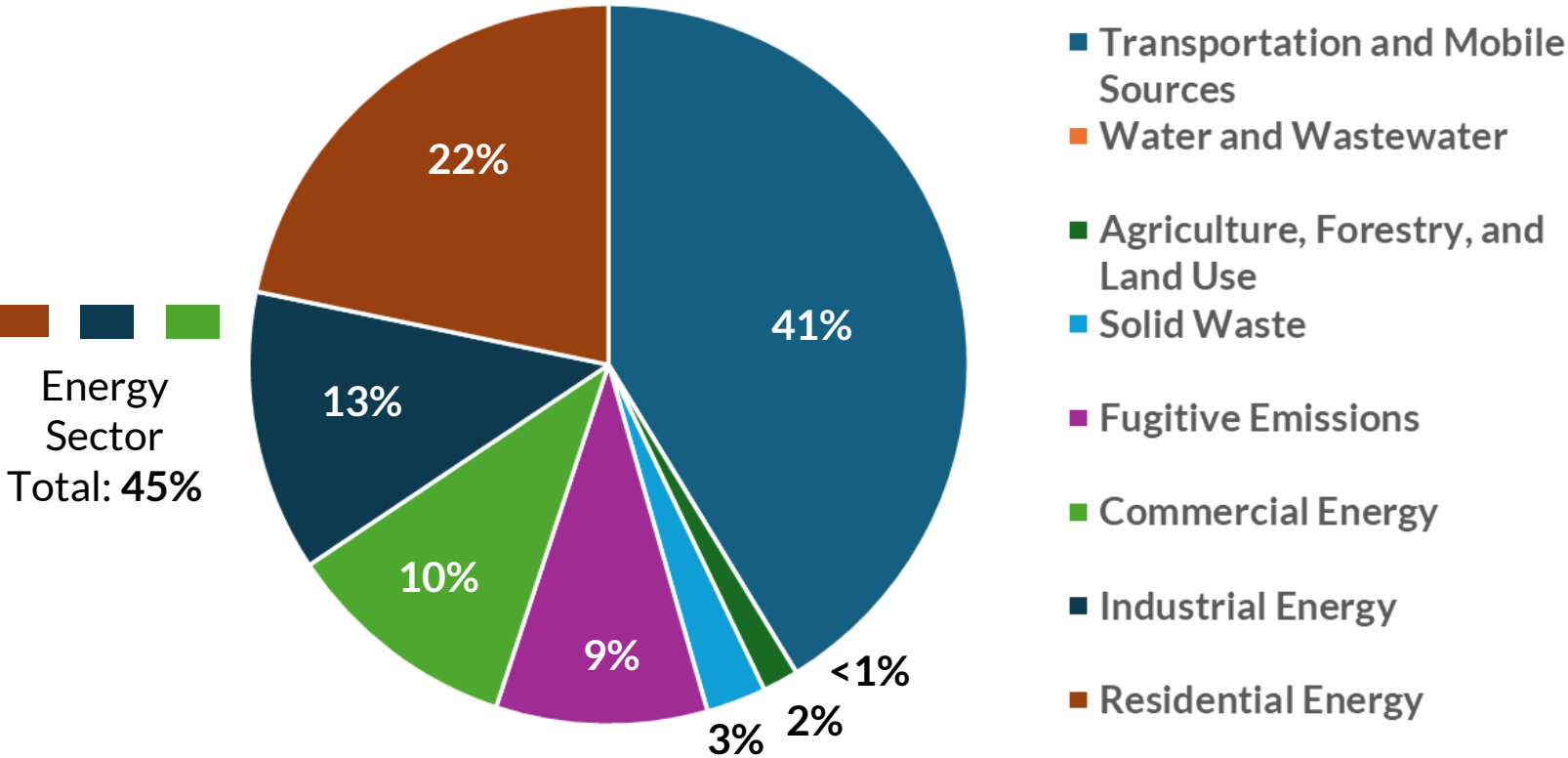


Emissions Inventory Results

All Sectors, Carbon Dioxide Equivalent (CO₂e), Annual

DRAFT

Analysis Year 2022
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO₂e)
118,591,038 (metric tons/year)



Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	July 10, 2025
	Executive Board Information	August 28, 2025
Final Plan	STTC Action – Transportation Only	September 26, 2025
	RTC Action – Transportation Only	October 9, 2025
	Executive Board Action – Final Plan	October 23, 2025
	Submit Plan to EPA	No Later Than December 1, 2025



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Regional Transportation Council Attendance Roster
May 2024 - June 2025

RTC MEMBER	Entity	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/10/25
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	E(R)	P	E(R)	P	E(R)	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	E(R)	P	P	P	P	P	P	P	P	P	E(R)	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	E(R)	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	E	A	E(R)	P	P	P	P	E(R)	E	P	A
Elizabeth M. Beck (08/21)	Fort Worth	A	P	P	P	P	A	E(R)	E	P	P	P	A
Alan Blaylock (03/23)	Fort Worth	A	P	P	P	P	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	E(R)	P	P	P
Michael Crain (06/22)	Fort Worth	P	E(R)	E(R)	P	P	P	P	P	P	P	E	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	E	P	P	P	P	A	E(R)	P	P	A
Jeff Davis (11/19)	Trinity Metro	E(R)	P	E	P	P	P	P	P	P	P	P	A
Pat Deen (07/24)	Parker	--	--	P	P	P	P	P	P	P	E	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	E	E(R)	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	A	P	P	P	E(R)	P	P	P	E
Vernon Evans (4/24)	DFW Airport	P	E	A	E	E(R)	P	A	P	P	P	A	P
George Fuller (07/17)	McKinney	P	A	P	A	A	P	P	E	P	P	P	A
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	--	--	--	--	--	A
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	E	P	P	P	A	P	A	E	P	P	E
Mojoy Haddad (10/14)	NTTA	P	P	E	P	E	P	P	A	P	P	P	A
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	E(R)	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	P	P	P	P	P	P	P	P	P
Jill Jester (08/24)	Denton	--	--	--	P	A	P	P	P	E	E	P	P
Matt Krause (01/25)	Tarrant County	--	--	--	--	--	--	--	P	E	E	P	E
Brad LaMorgese (07/22)	Irving	P	E	E	P	E	P	E	A	P	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	E(R)	P	P	P	P	P	E	P	P	P	P
Tammy Meinershagen (07/24)	Frisco	--	--	P	P	E(R)	P	E(R)	E(R)	P	P	P	A
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	A	P	P	P	P
Cesar Molina (08/24)	DCTA	--	--	--	P	P	P	P	E	P	P	P	A
Jesse Moreno (07/24)	City of Dallas	--	--	E	P	P	P	P	P	P	A	P	P
Ed Moore (07/22)	Garland	E	P	P	P	P	E	A	P	P	P	P	P
Matthew Porter (07/24)	Wylie	--	--	P	P	P	P	P	E(R)	P	P	P	P
John Muns (6/23)	Plano	P	P	A	P	P	P	E(R)	E	P	P	P	P
Omar Narvaez (09/21)	Dallas	P	E	P	P	E(R)	P	P	P	P	E	P	A
Manny Ramirez (1/23)	Tarrant County	P	P	E	E	E	P	P	E	P	P	E	P
Jim R. Ross (07/21)	Arlington	P	P	P	E(R)	P	E(R)	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
May 2024 - June 2025

RTC MEMBER	Entity	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/10/25
David Salazar (10/22)	TxDOT, FW	P	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	E(R)	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	P	P	E(R)	P	P	P	P
Chad West (11/22)	Dallas	P	E	P	P	P	E(R)	A(R)	P	E	A	P	A

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

June 2024 - June 2025

STTC MEMBERS	Entity	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25
Rifat Alam	Lancaster	--	P	*	P	R	A	P	P	*	*	*	*
Ahmed Alqaisi	Dallas	--	--	--	--	--	--	--	--	--	*	*	*
Joe Atwood	Hood County	A	P	*	P	P	A	P	A	*	*	*	*
Melissa Baker	Irving	P	P	*	P	P	P	E	P	*	*	*	*
James Bell	Grand Prairie	--	--	--	P	P	P	P	A	*	*	*	*
David Boski	Grand Prairie	--	--	--	P	P	P	P	P	*	*	*	*
Shon Brooks	Waxahachie	P	P	*	A	P	P	P	P	*	*	*	*
Tanya Brooks	DART	P	R	*	R	P	P	P	P	*	*	*	*
Matt Bryant	City of Duncaville	A	A	*	P	A	A	A	A	*	*	*	*
Daniel Burnham	Arlington	P	R	*	P	P	R	P	P	*	*	*	*
Jeffrey Bush	TxDOT Dallas	--	--	--	--	--	--	--	--	*	*	*	*
Farhan Butt	Denton	P	P	*	P	P	P	P	P	*	*	*	*
Bryan Cabrera	Mesquite	--	--	--	--	--	--	--	--	--	--	*	*
Brenda Callaway	Rockwall County	P	P	*	P	A	A	P	P	*	*	*	*
Travis Campbell	TxDOT Dallas	P	P	*	P	P	P	P	P	*	*	*	*
Aaron Ceder	Dallas County	--	--	--	--	A	A	P	P	*	*	*	*
John Cordary, Jr.	TxDOT FW	A	P	*	P	P	P	P	A	*	*	*	*
Tara Crawford	Trinity Metro	--	--	--	--	P	A	P	P	*	*	*	*
Clarence Daugherty	Collin County	P	P	*	P	P	P	P	P	*	*	*	*
Chad Davis	Wise County	P	P	*	A	P	A	P	P	*	*	*	*
Taylor Derden	Mansfield	--	--	--	--	--	--	--	P	*	*	*	*
Pritam Deshmukh	Richardson	P	A	*	P	P	P	P	P	*	*	*	*
Becky Diviney	Town of Addison	--	--	--	--	--	A	P	P	*	*	*	*
Phil Dupler	FWTA	P	P	*	P	A	P	P	A	*	*	*	*
Eric Fladager	Fort Worth	P	P	*	P	A	P	P	A	*	*	*	*
Chris Flanigan	Allen	P	A	*	P	P	P	P	P	*	*	*	*
Austin Frith	DCTA	A	R	*	P	P	A	P	P	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	*	P	P	E	P	P	*	*	*	*
Gary Graham	McKinney	A	R	*	P	R	P	R	R	*	*	*	*
Scott Hall	Tarrant County	P	P	*	P	P	A	A	P	*	*	*	*
Tom Hammons	Carrollton	P	A	*	P	P	P	P	P	*	*	*	*
Craig Hancock	NTTA	--	--	--	--	--	--	P	P	*	*	*	*
Chris Harris	Greenville	--	--	--	--	--	A	A	A	*	*	*	*
Ron Hartline	The Colony	R	A	*	A	A	A	P	P	*	*	*	*
Sophia Harvey	Dallas	--	--	--	--	--	--	--	--	--	*	*	*
Barry Heard	Kaufman County	P	P	*	P	P	P	P	P	*	*	*	*
Duane Hengst	Hurst	--	--	--	--	--	--	A	P	*	*	*	*
Matthew Hotelling	Flower Mound	A	P	*	P	P	A	P	P	*	*	*	*
Jeremy Hutt	Cleburne	P	P	*	P	P	P	P	P	*	*	*	*
Thuan Huynh	McKinney	A	P	*	P	P	R	P	P	*	*	*	*
Joseph Jackson	Tarrant County	P	P	*	P	P	A	P	P	*	*	*	*

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Surface Transportation Technical Committee Attendance Roster

June 2024 - June 2025

STTC MEMBERS	Entity	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25
Joel James	NTTA	P	A	*	P	P	P	P	P	*	*	*	*
William Janney	Frisco	P	A	*	P	A	A	A	P	*	*	*	*
Major L. Jones	Eules	P	A	*	P	P	P	R	P	*	*	*	*
Gus Khankarli	Dallas	P	P	*	P	P	P	P	P	*	*	*	*
Lauren LaNeave	Southlake	--	--	--	--	--	--	--	A	*	*	*	*
Alonzo Liñán	Keller	A	A	*	A	A	A	A	A	*	*	*	*
Eron Linn	DART	P	P	*	P	P	E	E	P	*	*	*	*
Clay Lipscomb	Plano	P	A	*	P	P	A	P	P	*	*	*	*
Paul Luedtke	Garland	P	P	*	P	P	P	P	P	*	*	*	*
Stanford Lynch	Hunt County	R	R	*	P	R	R	A	P	*	*	*	*
Chad Marbut	Weatherford	P	P	*	P	P	P	P	P	*	*	*	*
Alberto Mares	Ellis County	P	P	*	P	P	A	P	P	*	*	*	*
John Mears	Mesquite	P	A	*	A	P	A	A	A	*	*	*	*
Brian Moen	Frisco	A	P	*	P	P	A	P	A	*	*	*	*
Mark Nelson	Richardson	P	P	*	P	P	P	P	R	*	*	*	*
Jim O'Connor	Irving	P	A	*	P	P	P	P	P	*	*	*	*
Alfredo Ortiz	Dallas	P	A	*	P	E	P	P	P	*	*	*	*
Cintia Ortiz	Parker County	A	A	*	P	P	P	P	P	*	*	*	*
Martin Phillips	Fort Worth	E	P	*	P	P	E	P	E	*	*	*	*
John Polster	Denton County	P	P	*	A	P	A	P	P	*	*	*	*
Kelly Porter	Fort Worth	E	P	*	P	P	P	P	P	*	*	*	*
Tim Porter	Wylie	R	R	*	A	R	P	R	R	*	*	*	*
Minesha Reese	Dallas County	--	--	--	P	P	P	P	A	*	*	*	*
Elizabeth Reynolds	Grapevine	P	P	*	E	E	P	P	A	*	*	*	*
James Rogge	Mansfield	A	P	*	P	P	P	P	A	*	*	*	*
Jahor Roy	Mesquite	A	A	*	A	A	A	A	A	*	*	*	*
Greg Royster	DFW Int. Airport	A	R	*	R	P	P	P	P	*	*	*	*
David Salmon	Lewisville	P	R	*	R	P	P	P	P	*	*	*	*
Joe Schweitzer	Bedford	--	--	--	--	--	--	A	P	*	*	*	*
Brian Shewski	Plano	P	P	*	P	R	P	P	P	*	*	*	*
Ray Silva-Reyes	Farmers Branch	P	P	*	P	P	P	P	P	*	*	*	*
Chelsea St. Louis	Fort Worth	A	P	*	E	P	E	P	P	*	*	*	*
Aaron Tainter	Coppell	--	--	--	--	E	P	P	P	*	*	*	*
Errick Thompson	Burleson	P	P	*	P	P	P	P	P	*	*	*	*
Caleb Thornhill	Plano	P	A	*	A	A	A	P	A	*	*	*	*
Dave Timbrell	Garland	A	A	*	A	A	A	A	A	*	*	*	*
Jennifer VanderLaan	Johnson County	P	A	*	P	P	P	P	P	*	*	*	*
Gregory Van	Haltom City	R	P	*	R	P	R	R	A	*	*	*	*
Daniel Vedral	Irving	R	P	*	P	P	E	P	R	*	*	*	*
Caroline Waggoner	North Richland	P	P	*	A	A	A	P	R	*	*	*	*
Jana Wentzel	Arlington	R	P	*	P	P	P	R	R	*	*	*	*
Robert Woodbury	Cedar Hill	A	A	*	P	P	P	P	P	*	*	*	*

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June 2024 - June 2025

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Larry Wright	Colleyville	A	A	*	A	A	A	A	A	*	*	*	*
Jamie Zech	TCEQ	A	A	*	A	A	A	A	A	*	*	*	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, May 23, 2025

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

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

2. **Consent Agenda:**

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

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

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

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

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

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

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

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

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

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