

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, May 22, 2026

North Central Texas Council of Governments

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

1:30 – 1:35

1. **Approval of April 24, 2026, Meeting Summary**

Action       Possible Action       Information      Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the April 24, 2026, meeting summary contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 5

2.1. **Endorsement of Projects for Federal Transit Administration 2026  
Fédération Internationale de Football Association World Cup Funding  
Allocations**

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Surface Transportation Technical Committee (STTC) endorsement will be requested for the activities approved by the Regional Transportation Council's (RTC) on May 14, 2026, for the \$10,033,037 in United States Department of Transportation Federal Transit Administration (FTA) funding to prepare transit agencies for the 2026 Fédération Internationale de Football Association (FIFA) World Cup.

Background: North Central Texas Council of Governments staff have been working with transit agencies and local governments to coordinate transportation needs and to prepare the region to host the 2026 FIFA World Cup. FTA announced on March 3, 2026, a total of \$100.3 million in federal allocations for public transit systems to ensure communities can expand transit options and meet increased demand in services around stadiums. Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating and capital expenses generally eligible under the Section 5307 Urbanized Area Formula Program. STTC previously approved the recommendation for funding allocations per recipient, and staff are now

requesting STTC endorsement of the allocation for activities to be funded for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro. Additional details are provided in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:50

3. **Endorsement of Resolution Approving the Regional Transportation Council as the Metropolitan Planning Organization, Support for the Proposed Texas Department of Transportation Agreement and Negotiation with North Central Texas Council of Governments as Fiscal Agent**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Dan Kessler, NCTCOG

Item Summary: Endorsement of the Regional Transportation Council (RTC) approval will be requested to approve the Texas Department of Transportation (TxDOT) agreement that contains the responsibilities of the RTC being the Metropolitan Planning Organization (MPO). On April 30, 2026, the RTC took action to negotiate with the North Central Texas Council of Governments as the fiscal agent. This Resolution reaffirms moving forward with these negotiations in order to complete the agreement with TxDOT.

Background: [Electronic Item 3.1](#) is the proposed agreement; [Electronic Item 3.2](#) is the red-lined version from the existing agreement; and [Electronic Item 3.3](#) contains the proposed resolution that will be presented by Michael Morris. Dan Kessler will present a summary of the new agreement provided in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Administrative

1:50 – 2:00

4. **Endorsement of Approval to Begin a Negotiation Agreement for Michael Morris to be Appointed by the Regional Transportation Council Consistent with the New Texas Department of Transportation Agreement**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The proposed Texas Department of Transportation (TxDOT) agreement contains in Article 5H and 5J that the Metropolitan Planning Organization (MPO) Transportation Director is appointed by the Regional Transportation Council (RTC). Endorsement of the RTC approval of this item approves the Chair to begin negotiations with the current MPO Director Michael Morris.

Background: Michael Morris has been the Transportation Director for the RTC since 1990. He holds a professional engineering license in Texas and is a member of the National Academy of Science. The RTC wishes to continue his service. The new TxDOT agreement requires the MPO Planning Director to be appointed by the RTC.

Performance Measure(s) Addressed: Administrative

2:00 – 2:10

5. **Fiscal Year 2025-2026 Railroad Crossing Elimination Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Valerie Alvarado, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) endorsement of the RTC approval of the submittal of candidate projects for the Fiscal Year 2025-2026 (FY2025-2026) Railroad Crossing Elimination Program (RCEP) on May 14, 2026. Applications are due to the Federal Railroad Administration (FRA) by June 8, 2026.

Background: In April 2026, FRA announced the FY2025-2026 Notice of Funding Opportunity (NOFO) to solicit applications for approximately \$1.147 billion in competitive grant funds for the RCEP, designated for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/ installation of protective devices, signals, signs, or other measures pertaining to above activities; and, (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/crossing-safety-program>, the FY2025-2026 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key RCEP details, as well as those of the proposed STTC action, is included in [Electronic Item 5](#).

Performance Measure(s) Addressed: Goods Movement, Safety

2:10 – 2:20

6. **Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Valerie Alvarado, NCTCOG

Item Summary: Staff will request the Committee's recommendation for Regional Transportation Council (RTC) approval of candidate projects to be submitted for the Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Applications are due to the Federal Railroad Administration (FRA) by June 22, 2026.

Background: In April 2026, FRA announced the FY2025-2026 Notice of Funding Opportunity (NOFO) to solicit applications for the CRISI competitive grant program, with nationwide availability of nearly \$2.04 billion. The CRISI Program assists in funding eligible projects to improve railroad safety and reliability, enhance multimodal connections, and mitigate congestion at both freight and intercity passenger rail chokepoints to support more efficient travel and goods movement. Available at <https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program>, the FY2025-2026 CRISI NOFO describes application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key CRISI details, as well as those of the proposed STTC action, is included in [Electronic Item 6](#).

Performance Measure(s) Addressed: Goods Movement, Safety

2:20 – 2:30

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

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Texas Conformity Progress/Correspondence from the United States Department of Transportation and Federal Highway Administration ([Electronic Item 7](#))
2. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
3. New Surface Transportation Technical Committee (STTC) Officers (Dan Kessler)

#### 4. Status of Rockwall County Agreement

Performance Measure(s) Addressed: Administrative, Transit

2:30 – 2:40

#### 8. 2027 Unified Transportation Program and Regional 10-Year Plan Update

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: The Committee will be briefed on anticipated revenues and 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 and arterial projects on the TxDOT system. Since the last update in 2025, North Central Texas Council of Governments 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 2027 Unified Transportation Program. [Electronic Item 8.1](#) includes additional information about available revenue and the process. [Electronic Item 8.2](#) contains the proposed list of projects and funding amounts for the Regional 10-Year Plan. [Electronic Item 8.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

#### 9. Regional Bicycle Safety Action Plan

Action       Possible Action       Information      Minutes: 10

Presenter: Catherine Richardson, NCTCOG

Item Summary: Staff will provide an overview of the development of the Regional Bicycle Safety Action Plan including the purpose, goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and recommended action items.

Background: The Regional Transportation Council approved a safety position in 2017 to eliminate serious injuries and fatalities across all modes of travel. However, in recent years the number of bicyclists serious injuries and fatalities have

trended upward in North Central Texas consistent with State and national trends. The purpose of the Regional Bicycle Safety Action Plan is to provide a framework for reducing the number of bicyclist crashes and fatalities in the North Central Texas metropolitan planning area. This Plan, in conjunction with the 2021 Pedestrian Safety Action Plan, and the 2023 Roadway Safety Action Plan, is intended to improve safety for all road users. Additional details are provided in [Electronic Item 9](#). The draft Plan, including appendices, is available online for public review at [www.nctcog.org/bikesafety](http://www.nctcog.org/bikesafety).

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

**2:50 – 3:00**

10. **Technology Project Identification Submitted Ideas and Evaluation Update**

Action       Possible Action       Information      Minutes: 10

Presenter:      Braulio Bessa, NCTCOG

Item Summary: Staff will provide an overview of submitted project ideas received through the 2026 Technology Project Identification (TPI) Call for Projects and outline next steps in the review and evaluation process.

Background: Through the 2026 TPI Call for Projects, public agencies submitted innovative project ideas to address regional transportation challenges. Staff have completed eligibility reviews and will provide an overview of the ideas submitted. Staff will also outline the evaluation process and discuss next steps in the review and committee coordination process. A listing of the proposed projects is provided in [Electronic Item 10.1](#). Additional details on the Technology Project Identification process are provided in [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Safety

**3:00 – 3:10**

11. **Dallas-Fort Worth High-Speed Rail: Update and Next Steps**

Action       Possible Action       Information      Minutes: 10

Presenter:      Ezra Pratt, NCTCOG

Item Summary: This information item is a follow-up from the November 2025 Regional Transportation Council (RTC) action that requested staff to move forward with the “Western Alignment” in central Dallas and that the North Central Texas Council of Governments (NCTCOG) Executive Board approve the Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Step 1 consultant contract. Staff will provide a brief status update on project progress for both the Dallas-Fort Worth High-Speed Rail (DFWHSR) Study and

FRA CID Step 1. The item will also cover the Fort Worth-Arlington High-Speed Rail Economic Impact Analysis, as well as recent city of Dallas and Executive Board actions that affect the CID project and may impact the DFHWSR Study National Environmental Policy Act (NEPA) process.

Particularly the January 2026 Dallas city council resolution on high-speed rail (Dallas Resolution 26-0265). Staff requested RTC action at the May 14, 2026, meeting to provide guidance on next steps for the study and coordination with the City of Dallas and other major stakeholders in central Dallas.

Background: Following the RTC action at the November 13, 2025, meeting to request staff to advance design of only one alignment (“Western Alignment”) in the NEPA Environmental Assessment (EA) process for the Dallas-Fort Worth corridor, staff have continued the refinement of the design and environmental impact considerations for the “Western Alignment” and the overall corridor that was advanced into NEPA with the Federal Transit Administration (FTA) in March 2024. This has included collaboration with federal partners on the project, FTA and FRA, and with major stakeholders such as the City of Dallas and the Kay Bailey-Hutchison Convention Center Master Plan team. Additionally, NCTCOG staff and their consultant team have made significant progress on the FRA CID Step 1 grant project for the Fort Worth-Houston high-speed rail corridor. This work began in February 2026 after receiving Executive Board approval of the consultant contract, contingent on the conditions for approval that were included in Section 2 of the City of Dallas January 2026 council Resolution on high-speed rail (See [Electronic Item 11.1](#) for more information). More information on both high-speed rail projects and the recent RTC action regarding ongoing communication and coordination with the City of Dallas is included in [Electronic Item 11.2](#).

Performance Measure(s) Addressed: Safety, Transit

3:10 – 3:20

12. **Fast Facts**

Action       Possible Action       Information      Minutes: 10

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

- 1. *Charles Marsh* – Submittal Deadline for Transportation Improvement Program Modification Requests for the Fourth Quarter Cycle ([Electronic Item 12.1](#))

2. *Denise Koon* – High Occupancy Vehicle/GoCarma Quarterly Report ([Electronic Item 12.2](#))
3. *Benjamin Whisnant* – Draft North Texas Transit-Oriented Development Progress Report Ready for Local Review ([www.nctcog.org/TOD](http://www.nctcog.org/TOD))
4. *Skylar Staffaroni* – Metropolitan Transportation Plan Policy Bundle Round Six – Final Deadline
5. *Catherine Richardson* – Training Course: American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, 5th Edition ([www.nctcog.org/AASHTObike26](http://www.nctcog.org/AASHTObike26)) ([Electronic Item 12.3](#))
6. *Daniela Tower* – 2026 Ozone Season Update ([Electronic Item 12.4](#))
7. *Quinnton DeBolt* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
8. *Quinnton DeBolt* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 12.5](#))
  - March – April Public Comments Report ([Electronic Item 12.6](#))
  - April Public Meeting Minutes ([Electronic Item 12.7](#))
  - June Public Meeting Flyer ([Electronic Item 12.8](#))
13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on July 24, 2026**.

**MEETING SUMMARY**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, April 24, 2026**

The Surface Transportation Technical Committee (STTC) met on Friday, April 24, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, James Bell, Nathan Benditz, David Boski, Brett Bourgeois, Tanya Brooks, Daniel Burnham, Jeffrey Bush, Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary Jr., Tara Crawford, Tracy Hatfield (representing Clarence Daugherty), Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Chris Flanigan, Austin Frith, James Gaertner, Gary Graham, Rajnish Gupta, Tom Hammons, Craig Hancock, Chris Harris, Sophia Harvey, Barry Heard, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Gus Khankarli, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Auro Majumdar, Chad Marbut, Alberto Mares, Dillon Maroney, John Mears, Brian Moen, Mark Nelson, Joyce Palmer, Angela Pflair (representing Caleb Thornhill), John Polster, Minesha Reese, Elizabeth Reynolds, Brian Shewski, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Tommy Weir, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Braulio Bessa, Natalie Bettger, Scott Booth, Carolyn Burns, Daniel Byrd, Katherine Cadena, Abiel Carrillo, Thomas Cochill, Dina Colarossi, Quinnton DeBolt, Brian Dell, Cody Derrick, Gypsy Gavia, Rebekah Gongora, Millie Hayes, Parisa Hesscini, John Hudspeth, Ernest Huffman, Raj Jandhyam, Jim Jarratt, Amy Johnson, Chris Klaus, Garry Kraus, Dan Lamers, Sonya Landrum, Joslyn Maldonado, Gregory Masota, Malcolm Mayhew, Jeremy McGraham, Joaquin Moreno, Michael Morris, Jackie Nolasco, Christina Noskin, Christopher Poe, Caleb Polster, Vercie Pruitt-Jenkins, Jacob Rednig, Brandon Reeves, Gregory Reeves, Travis Ripley, Jasmine Rodriguez, Jackson Rose, Samuel Simmons, Brandon Sparkman, Skylar Staffaroni, Toni Stehling, Vivek Thimmayajhala, Makayla Thompson, Daniela Tower, Shane Tully, Shashider Velogati, and Amanda Wilson.

1. **Approval of the March 27, 2026, Meeting Summary:** Approval of the March 27, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the March 27, 2026, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Brian Moen (S).

2. **Consent Agenda:**

- 2.1. **Video Streaming Services:** A recommendation for Regional Transportation Council (RTC) approval was requested of an additional \$40,000 in RTC Local funds to continue support for Video Streaming Services, and to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the additional funds was also sought.
- 2.2. **Federal Transit Administration Funding Allocations for 2026 Fédération Internationale de Football Association World Cup:** A recommendation for Regional Transportation Council approval was requested for funding allocations from the United States Department of Transportation's Federal Transit Administration to prepare transit agencies for the 2026 Fédération Internationale de Football Association World Cup.

The Committee approved staff's recommendations in Items 2.1 and 2.2 on the Consent Agenda. John Polster (M); Daniel Burnham (S). The motion passed.

3. **Fiscal Year 2026 Safe Streets and Roads for All Grant Program:** Millie Hayes requested the Committee's recommendation for Regional Transportation Council approval to submit projects in the Fiscal Year 2026 Safe Streets and Roads for All Program, dedicated to support planning, infrastructure, and behavioral/operational initiatives to prevent fatalities and serious injuries on roadways involving all its users. Applications are due to the United States Department of Transportation by May 26, 2026.


The Committee approved staff's recommendation as illustrated below. Chad Marbut (M); Gus Khankarli (S). The motion passed.

**Requested Action –**  
**FY2026 Safe Streets and Roads for All (SS4A) Grant Program**

**Recommendation for RTC approval of:**

- Submitting the following project for SS4A Implementation Grant funding consideration, with \$2 million in Regional Toll Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds:
  - 1) MODERNIZING REGIONAL SAFETY THROUGH DIGITAL INFRASTRUCTURE
- Providing administrative/technical support for the City of Dallas to submit the following project for SS4A Implementation Grant funding consideration:
  - 1) GRAND AVENUE SEGMENT 3 SAFETY RECONFIGURATION
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

STTC Action Item – [April 24, 2026](#)

 Safe Streets and Roads for All Grant (SS4A) Program

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4. **Rockwall County Outer Loop Memorandum of Understanding:** Michael Morris presented the draft Rockwall County Outer Loop Memorandum of Understanding and requested a recommendation for Regional Transportation Council (RTC) approval of a draft Memorandum of Understanding in concept between the RTC and Rockwall County about the Regional Outer Loop through Rockwall County, with the final version to be brought back to the Committee for consideration.

The Committee approved staff's recommendation. Brenda Callaway (M); John Polster (S). The motion passed.

5. **North Texas Advanced Air Mobility Airport Charging Infrastructure Call for Projects:** Ernest Huffman provided an overview of the Texas Department of Transportation Electric Vehicle Takeoff and Landing Integration Pilot Program selection and requested a recommendation for Regional Transportation Council approval of the Advanced Air Mobility Airport Charging Infrastructure Call for Projects.

The Committee approved staff's recommendation as illustrated below. Farhan Butt (M); Mark Nelson (S). The motion passed.

 **REQUESTED ACTION – Advanced Air Mobility Airport Charging Infrastructure Call for Projects**

Recommendation for RTC approval of:

- Implementation of the **Advanced Air Mobility Airport Charging Infrastructure Call for Projects** as the new process for identifying and advancing AAM initiatives.
- Adoption of the **evaluation criteria and eligibility requirements** established for project selection.
- Utilizing existing **\$1 million in Regional Transportation Council local funds**, for eligible projects identified through this process.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.

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6. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2 & Fiscal Year 2026 Project Tracking Update**: Brian Dell provided a status report on the Fiscal Year 2026 Project Tracking, and Milestone Policy Round 2 projects.
7. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items.
  1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Updates
  2. Approval of Proposed Letters to and from the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement
  3. May Surface Technical Transportation Council Will Be Virtual
  4. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
  5. New Surface Transportation Technical Committee (STTC) Officers (May STTC 2026)
  6. Study Area Recommendations to Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan
  7. Correspondence from the City of Plano – Dallas Area Rapid Transit
  8. Conformity Progress
  9. Hiring Temporary Outside Legal Counsel
8. **Fast Facts**: Staff provided brief presentations on Items 1 through 8 below:
  1. Cody Derrick – West/East Equity Update
  2. Daniel Snyder – Regional Bike Safety Action Plan
  3. Joaquin Moreno – Regional Safety Advisory Committee 2026-2027 Membership Appointment Deadline, May 29, 2026
  4. Skylar Staffaroni – Metropolitan Transportation Plan Policy Bundle Round Six – Early Deadline ([www.nctcoq.org/policybundle](http://www.nctcoq.org/policybundle))
  5. Daniela Tower – 2026 Ozone Season Update
  6. Carolyn Burns – Local Clean Air Project Spotlight

7. Carolyn Burns – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
8. Carolyn Burns – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
  - Partner Progress Reports
  - February – March Public Comments Report
  - March Public Meeting Minutes

9. **Other Business (Old or New)**: No items were provided.

10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 22, 2026, virtually.***

Meeting adjourned at 2:14 p.m.



# Endorsement of Projects for Federal Transit Administration 2026 FIFA World Cup Funding Allocations

Gypsy Gavia

Surface Transportation Technical Committee

May 22, 2026

# FTA FUNDING OVERVIEW

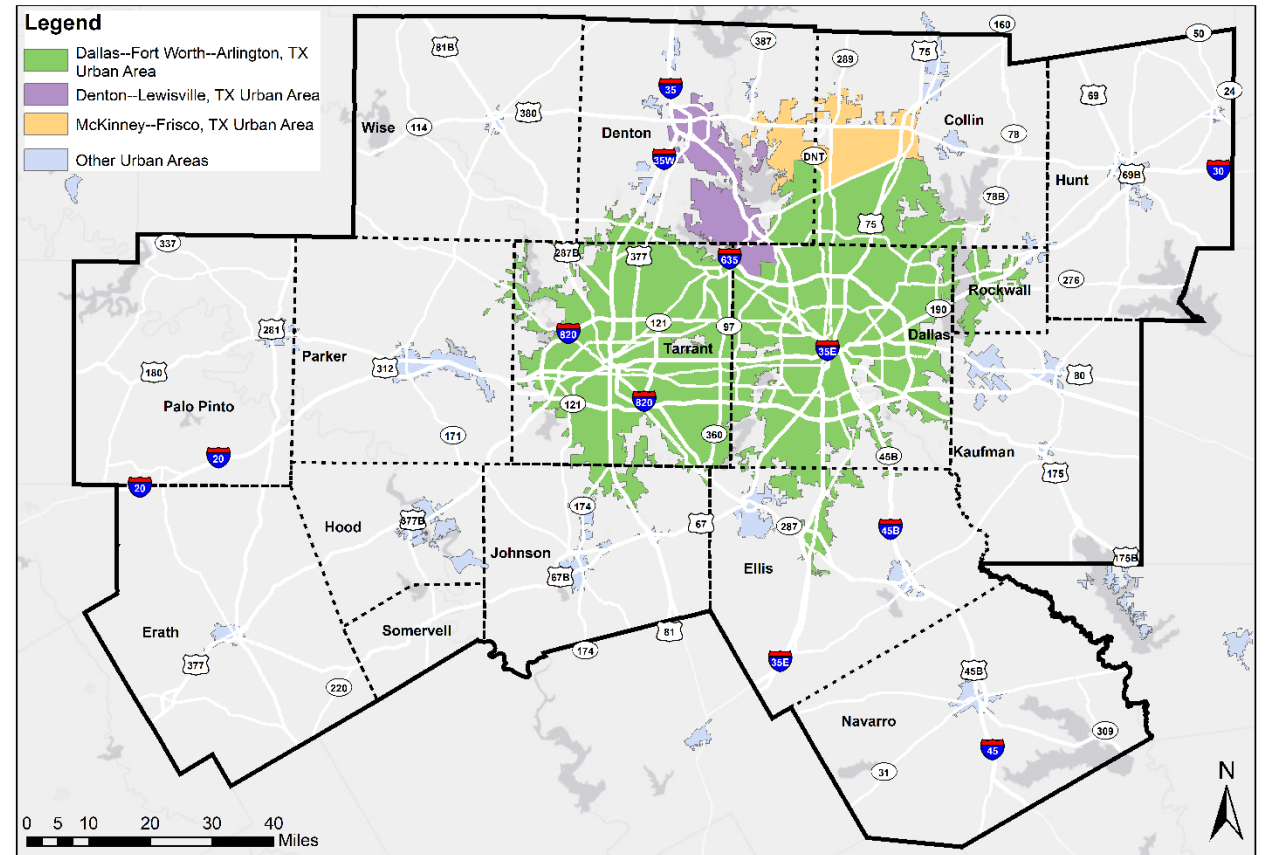
The allocation for the Dallas-Fort Worth-Arlington UZA is **\$10,033,037**.

Funding is apportioned to the **urbanized area** in which the host stadium is located and to the **designated recipient** for that **UZA (NCTCOG)**.

The designated recipient is responsible for **consulting and coordinating** with all **providers of public transportation** in the UZA.

Supports **expenses related to matches and other public events** held in U.S. host cities.

U.S. Census Bureau Urban Areas (2020)



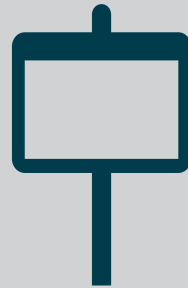
# ELIGIBILITY INFORMATION

Funds may be used for **planning, capital, and operating expenses.**



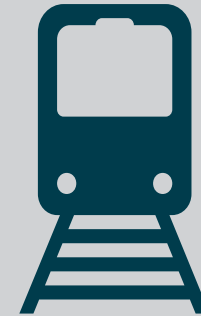
## Planning

Includes logistics, scheduling, and preparation activities.



## Capital

Includes wayfinding improvements, security equipment, transit stop improvements/additional bus shelters, and leasing vehicles.

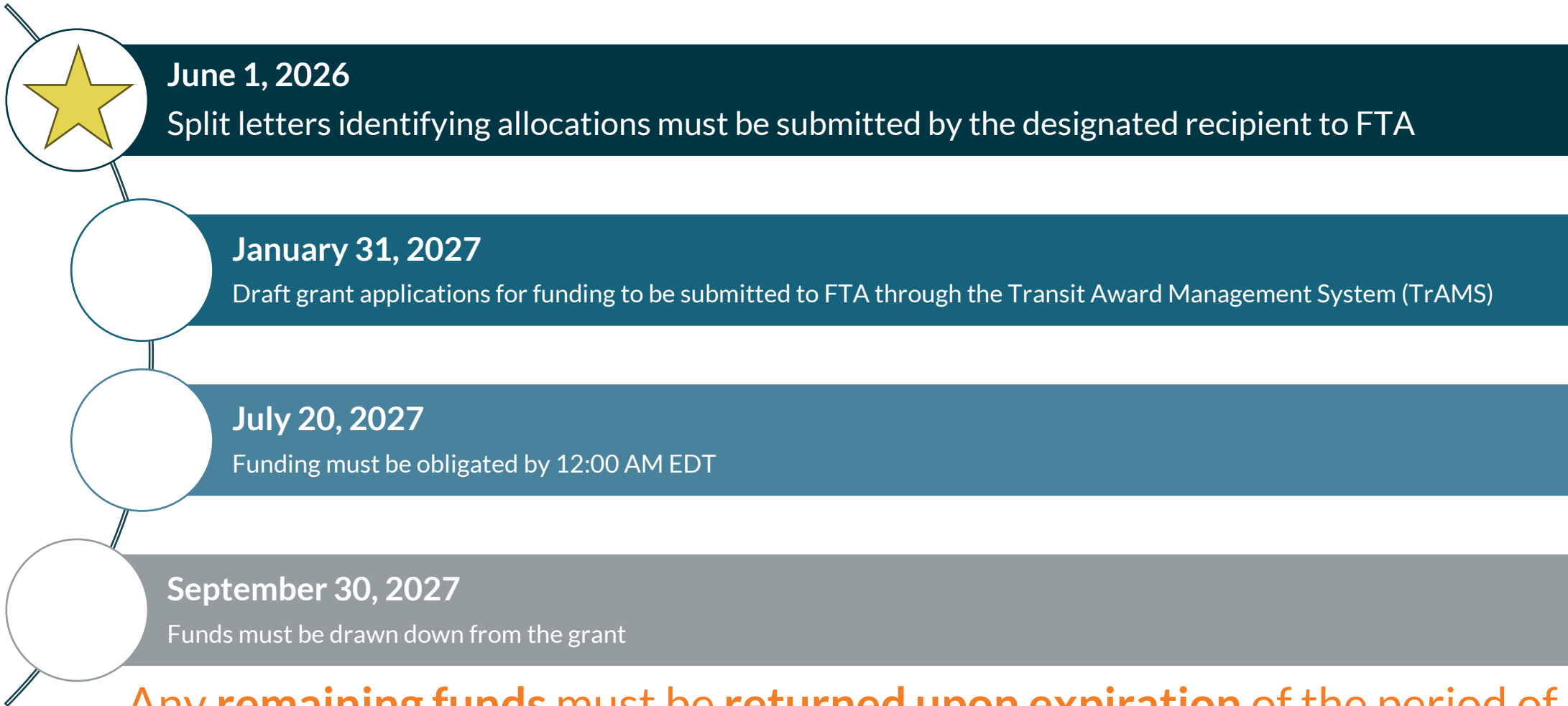


## Operating

Include vehicle operators & drivers' salaries, fuel, mechanics, dispatchers, customer service, security personnel, and items having a useful life of less than one year.



# TIMING & DEADLINES



# FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Scope/Activity Line Item (ALI)	Activity Cost	Funding Total
City of Arlington (Direct Recipient)	Major Event - Operating	\$350,000	\$350,000
City of Grand Prairie (Direct Recipient)	Major Event - Operating	\$150,000	\$150,000
Dallas Area Rapid Transit (DART) (Designated Recipient)	Major Event - Operating	\$7,033,037	\$7,033,037
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Major Event - Operating	\$1,715,706	\$2,500,000
	Major Event - Capital (Non-Safety and Security)	\$589,844	
	Major Event - Capital (Safety and Security)	\$194,450	
<b>TOTAL</b>			<b>\$10,033,037</b>

Priority to projects supporting connections to Dallas/AT&T Stadium and Dallas Fair Park Fan Festival



# PREVIOUSLY APPROVED FUNDING FOR TRANSIT AGENCIES BY THE RTC

Agency	Project	Amount	RTC Approval
Dallas Area Rapid Transit (DART)	GoPass Application Enhancement <sup>1</sup>	\$250,000	October 12, 2023
	Transit Passes (Media and Volunteers)	\$1,200,000	April 9, 2026
McKinney Avenue Transit Authority (MATA)	Fleet Preparation	\$500,000	November 13, 2025
	Operations and Maintenance	\$300,000	November 13, 2025
Trinity Metro	TRE Centreport Station Upgrades	\$1,000,000	October 12, 2023
Trinity Railway Express (TRE), <i>provided by Trinity Metro and DART</i>	Passenger Information Displays	\$2,500,000	October 12, 2023
	New TRE Locomotives <sup>2</sup>	\$30,000,000	February 8, 2024
	TRE Improvements (Repairs & Vehicle Lease)	\$7,200,000	March 13, 2025
	Sunday TRE Plus Incremental Fuel Charge	\$700,000	April 9, 2026

**TOTAL \$43,650,000**

<sup>1</sup> Executive Board approved an agreement with DART in an amount not to exceed \$150,000

<sup>2</sup> Purchase of nine replacement vehicles for TRE with local contributions from DART and Trinity Metro. NCTCOG was later notified that these would not arrive prior to World Cup 2026.

# TIMELINE

Milestone	Date
Federal Transportation Funding Bill Signed into Law	February 3, 2026
FTA Announces Funding Apportionments	March 3, 2026
<b>Surface Transportation Technical Committee – Action (Funding for Split Letter)</b>	<b>April 24, 2026</b>
Regional Transportation Council – Action (Funding and Activities)	May 14, 2026
Surface Transportation Technical Committee – Endorsement (Activities)	May 22, 2026
Split Letter Due to FTA	By June 1, 2026
First Dallas World Cup Match	June 14, 2026
Last Dallas World Cup Match	July 14, 2026



# REQUESTED ACTION – ENDORSEMENT OF FTA FUNDED ACTIVITIES FOR 2026 FIFA WORLD CUP

- Endorsement of RTC approval for:
  - Specific funding allocations for activities to be funded for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro for U.S. Department of Transportation’s Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup.
  - Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project.

STTC Action Item – May 22, 2026



# CONTACT US



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**Gypsy Gavia**

Program Manager

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Contract No.:	
Federal Highway Administration:	
ALN Title:	
ALN No.:	
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

## METROPOLITAN PLANNING AGREEMENT

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” Regional Transportation Council (MPO), and North Central Texas Council of Governments, which serves as the Fiscal Agent for the MPO.

### WITNESSETH

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration (FHWA), combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds, also known as Transportation Planning Funds (TPF), is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using TPF and other federal transportation funds that may be used for

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planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

**WHEREAS**, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

**WHEREAS**, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met;

**NOW, THEREFORE**, it is agreed as follows:

## **A G R E E M E N T**

### **Article 1. Definitions**

- A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
- B. **Federal Fiscal Year** – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
- C. **Fiscal Agent** – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO’s bylaws, as amended.
- F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. **MPO Director** – The MPO’s lead staff member responsible for overseeing the planning process and implementing the MPO’s goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
- H. **Pass-Through Entity** – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
- I. **State Fiscal Year** – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.

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- J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. **Subcontractor** – An entity that receives a subcontract.
- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

**Article 2. Agreement Period**

- A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the MPO designation is withdrawn by the Governor; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
- B. This Agreement expires on **August 31, 2031**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

**Article 3. Sole Agreement**

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

**Article 4. Responsibilities of the Department**

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the

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MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.

- B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO. In consultation with the MPOs, establish a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.
- C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities, including but not limited to the development of financial plans and future funding estimates.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).
- H. Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.
- I. Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.
- J. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
  - 1. Evaluating Subrecipient's risk of non-compliance,
  - 2. Monitoring Subrecipient activities, and
  - 3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- K. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- L. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

**Article 5. Responsibilities of the MPO**

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on

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a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
  1. 23 USC §134. Metropolitan transportation planning
  2. 23 USC §135. Statewide and nonmetropolitan transportation planning
  3. 49 USC §5303. Metropolitan transportation planning
  4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
  5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
  6. 23 CFR Part 420 Planning and Research Program Administration
  7. 23 CFR Part 450 Planning Assistance and Standards
  8. 23 CFR Part 490 National Performance Management Measures
  9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs
  10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Texas Grant Management Standards (TxGMS).
- C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
  1. Metropolitan Transportation Plan (MTP)
  2. 10-Year Transportation Plan
  3. Transportation Improvement Program (TIP)
  4. Unified Planning Work Program (UPWP)
  5. Public Participation Plan (PPP)
  6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)
  7. MPA boundary designation
  8. Other planning documents as may be required by the Department or state or federal laws or regulations
- E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:
  1. Annual Listing of Obligated Projects (ALOP or APL)
  2. Annual Performance and Expenditures Report (APER)

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3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
  4. Transportation Alternatives Annual Report, if applicable
  5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets
  6. Other reports as may be required by the Department or state or federal laws or regulations
- F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
  - G. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
  - H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.
  - I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.
  - J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.
  - K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
  - L. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
  - M. Participate in other related planning efforts and studies with the Department and other regional partners.
  - N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.
  - O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

**Article 6. Responsibilities of the Fiscal Agent**

The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
- B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
- C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.

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- E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and subject to prior approval by the Department, including any subsequent updates.

**Article 7. Unified Planning Work Program (UPWP)**

- A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meet federal and state requirements in accordance with the Department’s established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.
- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
  1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
  2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
  3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
- H. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- I. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
- J. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO’s approved UPWP.

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- K. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
- L. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.
- M. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
- N. The cost of travel incurred by elected officials serving on the MPO for MPO-related business is eligible for reimbursement with TPF.
- O. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
- P. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

**Article 8. Compensation**

The Department’s reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  - 1. Is verifiable from MPO records;
  - 2. Is not included as match funds for any other federally assisted program;
  - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  - 4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state’s TxGMS; and
  - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

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- E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.
- F. The MPO shall submit the final RFR from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any RFRs submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
- G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

**Article 9. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

**Article 10. Subcontracts**

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's

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procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

- B. Subcontracts exceeding \$10,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**Article 11. Federal Funding Accountability and Transparency Act Requirements**

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

**Article 12. Single Audit Report**

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department’s Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department’s Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department’s Compliance Division as follows: "We did not meet the \$1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

**Article 13. Inspection of Work and Retention of Documents**

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their

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duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's TxGMS.

**Article 14. Non-Collusion**

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

**Article 15. Force Majeure**

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

**Article 16. Remedies**

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This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

**Article 17. Gratuities**

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

**Article 18. Compliance with Laws**

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

**Article 19. Debarment Certifications**

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

**Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements**

If federal funds are used:

- A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to

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establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.

- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State’s DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
- D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

**Article 21. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, “Protection of Environment.” The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

**Article 22. Lobbying Certification**

In executing this Agreement, each signatory certifies to the best of that signatory’s knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

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- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

**Article 23. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.*
- B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

**Article 24. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

**Article 25. Indemnification**

- A. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, the Fiscal Agent, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.
- C. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are

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due to activities of the Department, its agents, or employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the Department or of any person employed by the Department.

- D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or employees.

**Article 26. Legal Construction**

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

**Article 27. Termination**

- A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws designation of the MPO.
- B. The Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and the Fiscal Agent.
- D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.
- F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

**Article 28. Successors and Assigns**

No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

**Article 29. Amendments**

Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

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**Article 30. Notices**

All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

<b>MPO:</b>	Rick Bailey, Chair Regional Transportation Council 616 Six Flags Drive Arlington, TX 76011
<b>Fiscal Agent:</b>	North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

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**Article 31. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the MPO, and the Fiscal Agent in triplicate.

**THE MPO**

**THE FISCAL AGENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Rick Bailey  
Typed or Printed Name

\_\_\_\_\_  
Policy Board Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**THE DEPARTMENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Humberto Gonzalez, Jr., P.E., M.B.A  
Typed or Printed Name

\_\_\_\_\_  
Director, Transportation Planning and  
Programming Division  
Texas Department of Transportation  
Title

\_\_\_\_\_  
Date

**Red Text** – Additions or modifications to existing language.  
**Green Text** – language that’s been moved from another section.  
**Yellow Highlight** – new language in 2026 Agreement.

STATE OF TEXAS §  
COUNTY OF TRAVIS §

~~AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION~~ **AGREEMENT**

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the ~~“Department,”~~ ~~the~~ **Regional Transportation Council** ~~as the Metropolitan Planning Organization (MPO) Policy Committee, called the “MPO Policy Committee”,~~ and ~~the~~ North Central Texas Council of Governments, which ~~has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney urbanized areas”,~~ called the **“MPO”**, which also serves as the Fiscal Agent for the MPO.

**WITNESSETH**

**WITNESSETH**

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for ~~urbanized~~**urban** areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (**MPA**) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs ~~designated by the Governor~~ to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, (**FHWA**), combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds, ~~also known as Transportation Planning Funds (TPF)~~, is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using ~~Consolidated Planning Grant funds~~**TPF** and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

~~WHEREAS, the Governor of the State of Texas and the North Central Texas Council of Governments have executed an agreement pursuant to the MPO designation; and~~

WHEREAS, an area equal to or larger than the above-mentioned ~~urbanized~~urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, ~~23 Code of Federal Regulations (CFR) §420.117(a)117~~ requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by ~~sub-~~recipientsSubrecipients with ~~Federal Highway Administration (FHWA)~~ planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW, THEREFORE, it is agreed as follows:

AGREEMENT

## AGREEMENT

### Article 1. Definitions

- A. Department – Texas Department of Transportation acting on behalf of the State of Texas.
- B. Federal Fiscal Year – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
- C. Fiscal Agent – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. Metropolitan Planning Area (MPA) – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. Metropolitan Planning Organization (MPO) – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO's bylaws, as amended.
- F. Nonattainment Area – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. MPO Director – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
- H. Pass-Through Entity – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
- I. State Fiscal Year – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.
- J. Subaward – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. Subcontractor – An entity that receives a subcontract.

Commented [EB1]: New Article in 2026 Agreement.

- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

**Article 2. Agreement Period**

- A. This ~~agreement~~**Agreement** becomes effective when signed by ~~the last party whose signing makes~~**all parties making** the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if, ~~the Governor's MPO designation of the MPO is withdrawn; if by the Governor;~~ federal funds cease to become available; or ~~if the agreement is superseded, terminated as provided below, or expired.~~
- ~~B. This agreement~~**Agreement** expires on ~~September 30, 2024;~~**August 31, 2031**. No fewer than one hundred and twenty
- ~~B. (120) days before the expiration date,~~ the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

**Article 3. Sole Agreement**

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

**Article 4. Responsibilities of the Department**

- The responsibilities of the Department are as follows:
- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
  - B. Develop a ~~time line~~**timeline** for development of the UPWP, **Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP)** by the MPO, ~~and in.~~ **In** consultation with the MPOs, ~~shall develop~~**establish** a standard ~~UPWP~~ format **for each** to be used by all MPOs **in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.**
  - ~~C. Make available to the MPO its share of all federal metropolitan planning funds~~**TPF** and provide ~~the required~~**any** non-federal match ~~as~~ authorized by the Texas Transportation Commission.

- C. The Department will distribute ~~federal transportation planning funds~~ TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, ~~the Federal Transit Administration (FTA),~~ and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the ~~metropolitan area~~ MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote ~~with the MPO~~ the development of the intermodal transportation system within the ~~metropolitan area~~ MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, ~~data,~~ and ~~information sources~~ ~~concerning transportation~~ to assist the MPO in carrying out required planning ~~issues that relate to this agreement activities, including but not limited to the development of financial plans and future funding estimates.~~
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, ~~the reporting of performance to be used in tracking progress toward attainment of critical~~ regional outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).
- H. Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.
- I. Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.
- J. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
  1. Evaluating Subrecipient's risk of non-compliance.
  2. Monitoring Subrecipient activities, and
  3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- K. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- L. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

**Article 53. Responsibilities of the MPO**

The MPO is ~~an~~ the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that ~~existing and future expenditures on the comprehensive performance-based multimodal transportation projects and programs are~~ planning process is based on a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. ~~Document~~ Ensure that all state and federally required metropolitan planning and programming activities are carried out in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation ~~accordance with the Department and public~~ applicable laws and regulations, as amended, including but not limited to those set forth in:
  1. 23 USC §134. Metropolitan transportation operators as defined by planning
  2. 23 USC §135. Statewide and nonmetropolitan transportation planning
  3. 49 USC §5303. Metropolitan transportation planning
  4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
  5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan

**Commented [EB2]:** This article reflects the combining of multiple sections from the 2018 Agreement, including Article 4. Responsibilities of MPO Policy Committee Article 6. Responsibilities of MPO Transportation Planning Direct.

6. 23 CFR Part 420 Planning and Research Program Administration

A.7. 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements. Planning Assistance and Standards

8. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.

8. 23 CFR Part 490 National Performance Management Measures

9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs

10. Transportation Code §201.9911 Planning Organization 10-Year Plan

C.B. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement this Agreement to develop and maintain a comprehensive regional transportation planning program in conformity with, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Texas Grant Management Standards (UGMSTxGMS).

C. ~~Develop~~ To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.

D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:

1. Metropolitan Transportation Plan (MTP), ~~a)~~

2. 10-Year Transportation Plan

3. Transportation Improvement Program (TIP), and a UPWP for the Metropolitan

4. Unified Planning Work Program (UPWP)

5. Public Participation Plan (PPP)

6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)

7. MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as a boundary designation

8. Other planning documents as may be required by the Department or state ~~and~~ federal law. ~~At laws or regulations~~

E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:

1. Annual Listing of Obligated Projects (ALOP or APL)

2. Annual Performance and Expenditures Report (APER)

3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable

4. Transportation Alternatives Annual Report, if applicable

5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets

6. Other reports as may be required by the Department or state or federal laws or regulations

F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.

~~D.G.~~ Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134 cooperative manner.

E.H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience ~~that will enable them to perform all appropriate MPO activities required by~~

law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.

I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.

J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.

F.K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.

G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.

H.L. Share information and resources with the Department and information sources appropriate stakeholders concerning transportation planning issues.

M. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director. Participate in other related planning efforts and studies with the Department and other regional partners.

N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.

O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

#### Article 4. Responsibilities of the MPO Policy Committee

~~The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:~~

~~A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.~~

~~B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5302.~~

~~C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.~~

~~D.A. Provide planning policy direction to the MPO Transportation Planning Director.~~

#### Article 5 Article 6. Responsibilities of the Fiscal Agent

~~The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:~~

~~A. Maintain required accounting records for state and federal funds consistent with ~~current~~ federal and state record retention requirements.~~

~~B. Provide all appropriate Make available funding, as identified by fiscal year approved in the UPWP, to allow ensure the MPO staff to effectively and efficiently operate the program can fulfill its obligations in this Agreement.~~

~~C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.~~

**Commented [EB3]:** Requirements of this article from the 2018 Agreement have been added to Article 5 in the 2026 Agreement.

- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.
- E. Establish procedures and policies for procurement and purchasing, when necessary by or for the MPO, in cooperation with the MPO.

**Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible subject to the designated MPO Policy Committee.
  - B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
  - C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
  - D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required prior approval by state or federal laws or regulations the Department, including any subsequent updates. Share with the Department information and information resources concerning transportation planning issues.

**Commented [EB4]:** Requirements of this article from the 2018 Agreement have been added to Article 5 in the 2026 Agreement.

**Article 7. Unified Planning Work Program (UPWP)**

- A. ~~A~~ Each year the ~~The~~ MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department ~~a program of work that includes goals~~ meet federal and state requirements in accordance with the Department's established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.
- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
  - 1. Goals, objectives, and tasks required by each of the ~~several~~ agencies involved in the metropolitan transportation planning process. ~~This program of~~
  - 2. Transportation planning work is tasks to be called funded by federal, state, or local planning funds. ~~A description of all planning work within the MPA and the resulting products, who will perform the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.~~
  - B-3. ~~The UPWP will be prepared~~ work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, ~~in accordance with TAC §16.52.~~
  - C. ~~The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.~~
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work.

result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.

D.H. The effective date of each UPWP will be October 1st of ~~the initial~~each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.

E. ~~The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.~~

I. ~~Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPE.~~

F.J. ~~The use of federal metropolitan transportation planning funds TPE shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. HMPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if and the activities are specifically identified in an the MPO's approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.~~

K. ~~The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.~~

L. ~~Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.~~

G.M. ~~Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds TPE. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered treated as in-state travel if applicable.~~

H.N. ~~The cost of travel incurred by elected officials serving on the MPO Policy Committee for MPO-related business is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52 TPE.~~

- ~~I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.~~
- ~~J. Failure to adhere to the time line developed by the~~ The Department ~~may result in a delay in~~ closely monitors ~~progress of the~~ authorization to the MPOs to proceed in incurring costs.
- ~~K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the~~ If the Department ~~The UPWP and subsequent amendments may be submitted electronically.~~
- ~~L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.~~
- ~~M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed~~ funds that ~~task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.~~
- ~~N.O. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective~~ the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions. ~~Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.~~
- ~~P. 0. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement~~ Agreement ~~shall prevail.~~
- ~~P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.~~

#### Article 8. Compensation

The ~~Department's payment~~ Department's reimbursement of any cost incurred under this ~~agreement~~ Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this ~~agreement~~ Agreement shall not exceed the total budgeted amount ~~outlined in the UPWP in accordance with 43 TAC §16.52.~~
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  1. Is verifiable from MPO records;
  2. Is not included as match funds for any other federally-assisted program;
  3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  4. Is ~~the type of charge that would be allowable under 2 CFR Part 200 Revised, "Uniform Administrative Requirements, Cost Principles for State, Local, and Indian Tribal Governments"~~ Audit Requirements for Federal Awards, and the ~~state's UGMS~~ state's TxGMS; and

5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment reimbursement (RFR) of authorized costs incurred under this ~~agreement on a semi-monthly basis, but~~ Agreement no more than ~~twenty four (24)~~ fifteen (15) times a year and no less than monthly as expenses occur. Each ~~request for payment~~ RFR shall be submitted in a manner acceptable and format specified to the Department, ~~which includes, at a minimum, the following information: An RFR submitted in a format other than the standard format developed by the Department will not be accepted.~~
1. ~~UPWP budget category or line item;~~
  2. ~~Description of the cost;~~
  3. ~~Quantity;~~
  4. ~~Price;~~
  5. ~~Cost extension; and~~
  6. ~~Total costs~~
- F. The MPO shall submit the final ~~bill~~ RFR from the previous federal fiscal year to the Department no later than ~~December 31~~ ninety (90) days after the end of the ~~calendar year in which that~~ federal fiscal year ~~ended~~. Any ~~bills~~ RFRs submitted more than ninety (90) days after ~~December 31 for a~~ the end of the fiscal year in which the funds have been de-obligated will be processed against the current ~~year's~~ federal fiscal year's UPWP.
- G. ~~Payment~~ Reimbursement of costs is contingent upon compliance with the terms of Article ~~35~~ 35 (Responsibilities of the MPO) of this ~~agreement~~ Agreement. Noncompliance may result in cancellation of authorized work and suspension of ~~payments~~ reimbursements after a thirty (30) day notification by the Department to the MPO.

~~Article 9. Reporting~~

~~To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.~~

- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.

Commented [EB5]: Language combined with Article 7. UPWP in 2026 Agreement.

- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

**Article 9. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

**Commented [EB6]:** This was Article 27 in the 2018 agreement. This language is substantially consistent, there are only updates to regulation references.

Removes requirement to comply with cargo preferences in 46 USC 55305 and Maritime Administration regulations in 46 CFR Part 381.

**Article 10. Subcontracts**

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts exceeding \$10,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**Commented [EB7]:** This was Article 15 in 2018 Agreement. This language is substantially consistent. The threshold for inclusion of required provision of the agreement has been reduced to \$10k (in 2018 agreement it was \$25,000).

**Article 11. Federal Funding Accountability and Transparency Act Requirements**

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

**Commented [EB8]:** This was Article 37 in 2018 Agreement. Fundamental requirements are the same (report consistent with accountability and transparency act, maintain a UEI), language has been simplified.

**Article 12. Single Audit Report**

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department's Compliance Division as follows: "We did not meet the \$1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of

**Commented [EB9]:** This was Article 38 in 2018 Agreement. The threshold of expenditures (12.B, 12.C) has been updated from \$750,000 (2018 Agreement) to \$1,000,000 consistent with Federal regulation.

this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

### Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's TxGMS.

**Commented [EB10]:** This was article 11 in the 2018 Agreement. Yellow highlight reflects additional language added to 2026 Agreement. All other language is consistent with the 2018 Agreement.

### Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

### Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

#### Article 16. Remedies

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

#### Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

#### Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

#### Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

A-

#### Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.
- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a

**Commented [EB11]:** This was article 18 in the 2018 Agreement. The 2026 language removes "Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO." All other language was present in Article 18.b of the 2018 agreement.

**Commented [EB12]:** This was article 20 in 2018 Agreement. Yellow highlighted language are additions in the 2026 Agreement.

**Commented [EB13]:** This was article 22 in 2018 Agreement. Yellow highlighted language is an addition in the 2026 Agreement.

**Commented [EB14]:** This was article 26 in the 2018 Agreement. The following language has been removed from the 2026 version of the Agreement "The MPO shall adopt, in its totality, the State's federally approved DBE Program." and "The MPO shall follow all other parts of the State's DBE program referend in TxDOT Form 2395, Memorandum of understanding Regarding the Adoption of the Texas Department of Transportation's Federally Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address. . . .". The yellow highlighted text are additions or adjustments to language from the 2018 Agreement.

Fundamentally, the updates here do not change the overarching compliance requirements for the MPO with regards to implementation of the DBE Program.

violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).

- D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

#### **Article 21. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

#### **Article 22. Lobbying Certification**

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

#### **Article 23. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on*

**Commented [EB15]:** This was article 31 in 2018 Agreement. The highlighted text varies slightly in the 2026 version. The following text has been removed from the highlighted sentence "of not less than \$10,000 and not more than \$100,000 for each such failure."

~~the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.~~

~~B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.~~

#### **Article 24. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

#### **Article 25. Indemnification**

- ~~A. To the extent possible under permitted by state law, the MPO and the Fiscal Agent shall save indemnify and hold harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, the Fiscal Agent, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.~~
- ~~A.B. To the extent possible under permitted by state law, the MPO and the Fiscal Agent shall also save indemnify and hold harmless the Department department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.~~
- ~~B.C. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the Department, its agents, or employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the Department, or of any person employed.~~
- ~~D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or employees.~~

#### **Article 11. Inspection of Work and Retention of Documents**

- ~~A. The Department and, when federal funds are involved, the U.S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being the premises on which it is being performed.~~
- ~~B.A. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.~~
- ~~C. The MPO agrees to maintain all books, documents, papers, computer-generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits.~~

Commented [EB16]: Language moved to Article 13.

examinations, excerpts, and transcriptions.

- D. ~~The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.~~

#### ~~Article 12. Work Performance~~

~~All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.~~

Commented [EB17]: Article removed in 2026 Agreement.

#### ~~Article 13. Disputes~~

~~The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.~~

Commented [EB18]: Article removed in 2026 Agreement.

#### ~~Article 14. Non-Collusion~~

~~The MPO shall warrant that it has not or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.~~

Commented [EB19]: Language moved to Article 14.

#### ~~Article 15. Subcontracts~~

~~A. E. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.~~

~~B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.~~

~~C. No subcontract will relieve the MPO of its responsibility under this agreement.~~

Commented [EB20]: Language moved to Article 10.

#### **Article 26. Legal Construction**

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

**Article 4627. Termination**

- A. The Department may terminate this ~~agreement~~ Agreement at any time before the date of completion if the Governor withdraws his designation of the MPO.
- A.B. The Department or the MPO may ~~seek termination of~~ terminate this ~~agreement pursuant to Article 13 (Disputes)~~ Agreement if either party fails to comply with the conditions of the ~~agreement~~ Agreement. The Department, ~~the MPO,~~ or the ~~MPO~~ Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B.C. The Department may terminate this ~~agreement~~ Agreement for ~~reasons of its own, subject any reason upon ninety (90) days' notice to agreement by~~ the MPO ~~and the Fiscal Agent.~~
- C.D. The parties to this ~~agreement~~ Agreement may terminate this ~~agreement~~ Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D.E. Upon termination of this ~~agreement~~ Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the ~~option~~ request of the Department, be delivered to the Department ~~within ninety (90) days.~~
- E.F. The Department shall reimburse the MPO for those eligible expenses incurred during the ~~agreement~~ Agreement period that are directly attributable to the completed portion of the work covered by this ~~agreement~~ Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

~~Article 17. Force Majeure~~

~~Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.~~

Commented [EB21]: Language moved to Article 15.

~~Remedies~~

- A. ~~Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.~~
- B. ~~This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.~~
- B. ~~Article 19 agreement.~~

Commented [EB22]: Language moved to Article 16 and simplified.

~~Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement. The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations.21.~~

**Article 28. Successors and Assigns**

No party shall assign or transfer its interest in this ~~agreement~~ Agreement without written consent of the other parties.

~~Article 22. The MPO is prohibited from making any award or permitting any award at any tier~~  
~~PPP & MPO Agreement~~ Page 17 of 17 ~~Revised 9/28/18~~

Commented [EB23]: Language moved to Article 19.

~~to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.~~

~~**Article 23. Equal Employment Opportunity**~~

Commented [EB24]: Article removed in 2026 Agreement.

~~***The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).24. Pertinent Non-Discrimination Authorities***~~

~~During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:~~

- ~~A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.~~
- ~~B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal aid programs and projects).~~
- ~~C. Federal Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).~~
- ~~D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.~~
- ~~E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).~~
- ~~F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).~~
- ~~G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).~~
- ~~H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.~~
- ~~I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).~~
- ~~J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low income populations.~~

- K. ~~Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).~~
- L. ~~Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).~~

**Article 25. Nondiscrimination on the Basis of Disability**

~~The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.~~

- A. ~~Article 26. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.~~
- B. ~~The MPO shall adopt, in its totality, the State's federally approved DBE program.~~
- C. ~~The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.~~
- D. ~~The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/tdot/info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/tdot/info/bop/dbe/mou/mou_attachments.pdf).~~
- E. ~~The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT) assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).~~
- F. ~~Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*~~

Commented [EB25]: Article removed in 2026 Agreement.

**Article 27. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §§5305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Commented [EB26]: Language moved to Article 9.

**"Protection of Environment." 29. Federal Reimbursement**

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Commented [EB27]: Language added to Article 21.

Commented [EB28]: Language regarding federal reimbursement moved to Article 8. Compensation.

Commented [EB29]: Article removed in 2026 Agreement.

**Article 30. Control of Drug Use**

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655. Article 31. In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. of not less than \$10,000 and not more than \$100,000 for each such failure.

Commented [EB30]: Lobbying language moved to Article 22.

**Article 32. Amendments**

Any change to one or more of the terms and conditions of this agreement Agreement shall not be valid unless made in writing and agreed to by the all parties before the change is implemented.

- A. Article 33.agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Commented [EB31]: Language moved to Article 23. Distribution of Products.

Article 34 In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed

as if it did not contain the invalid, illegal, or unenforceable provision.

**Article 35. Sole Agreement**

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

~~Article 36. The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.~~

**Commented [EB32]:** Language moved to Article 26. Legal Construction.

**Commented [EB33]:** Moved to Article 3.

**Article 37. Federal Funding Accountability and Transparency Act Requirements**

A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: <http://www.epo.gov/fdsvs/plc/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.epo.gov/fdsvs/plc/FR-2010-09-14/pdf/2010-22706.pdf>

B. The MPO agrees that it shall:

- 1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web site at <https://www.sam.gov/portal/public/SAM/>.
- 2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform>; and
- 3. Report the total compensation and names of its top five (5) executives to the Department if:
  - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
  - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

**Commented [EB34]:** Language simplified and moved to Article 11.

**Article 38. Single Audit Report**

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

**Commented [EB35]:** Language moved to Article 12.

~~Article 39.~~

**Article 30. Notices**

All notices to any party by the other parties required under this ~~agreement~~ **Agreement** shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

<b>MPO/Fiscal Agent:</b>	<del>Mike Eastland, Executive Director</del> <del>North Central Texas</del> <b>Rick Bailey, Chair</b> <del>Regional Transportation Council</del> <del>of Governments</del> 616 Six Flags Drive Arlington, Texas TX 76011
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<u>Contract No.:</u>	
<u>Federal Highway Administration:</u>	
<u>ALN Title:</u>	
<u>ALN No.:</u>	
<u>Not Research and Development</u>	

<b>MPO Policy Committee:</b> <b>Fiscal Agent:</b>	<del>Michael Morris, P.E. Director</del> <u>North Central Texas Council of Transportation Governments</u> 616 Six Flags Drive Arlington, <del>Texas</del> <u>TX</u> 76011
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this ~~agreement~~Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

<u>Contract No.:</u>	
<u>Federal Highway Administration:</u>	
<u>ALN Title:</u>	
<u>ALN No.:</u>	
<u>Not Research and Development</u>	

**Article 4031. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement ~~Agreement~~ on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the ~~North Central Texas Council of Governments as the MPO,~~ and the Fiscal Agent ~~and the Regional Transportation Council as the MPO Policy Committee~~ in triplicate.

**THE MPO**

**THE FISCAL AGENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

Rick Bailey  
\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Policy Board Chair

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**THE DEPARTMENT**

\_\_\_\_\_  
Signature

Humberto Gonzalez, Jr., P.E., M.B.A  
\_\_\_\_\_  
Typed or Printed Name

Director, Transportation Planning and Programming Division  
Texas Department of Transportation  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**RESOLUTION ADOPTING THE METROPOLITAN PLANNING AGREEMENT****R26-02**

**WHEREAS**, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

**WHEREAS**, the Texas Department of Transportation (TxDOT) has transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

**WHEREAS**, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

**WHEREAS**, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

**WHEREAS**, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

**WHEREAS**, approval of the Agreement by the Regional Transportation Council is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program; and,

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**


- Section 1.** The Regional Transportation Council approves the responsibilities as outlined in the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.
- Section 2.** The Regional Transportation Council requests designation of the North Central Texas Council of Governments to serve as the Fiscal Agent for the RTC, consistent with Metropolitan Planning Organization Agreement, and directs such intent be communicated within thirty (30) days.
- Section 3.** The Regional Transportation Council acceptance of a Fiscal Agent is contingent upon the development of an operational agreement between the RTC and the Fiscal Agent that defines administrative and business terms consistent with the Metropolitan Planning Organization Agreement to ensure the Fiscal Agent is a third-party entity that accepts and is responsible for providing financial and administrative support.
- Section 4.** This resolution shall be in effect immediately upon its adoption.



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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 May 14, 2026.



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Jill Jester, Secretary  
Regional Transportation Council  
Councilmember, City of Denton



# Metropolitan Planning Organization Agreement

Dan Kessler

Regional Transportation Council

May 14, 2026

# MPO Planning Agreement

## *Major Provisions*

Term: 5 years (Upon Execution [approximately 30 days] – plus five years)

Option to renew for two one-year terms.

### Parties:

Texas Department of Transportation

Regional Transportation Council (Metropolitan Planning Organization [MPO])

North Central Texas Council of Governments (Fiscal Agent)



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the Texas Department of Transportation (TxDOT)

Planning Program and Coordination Oversight

Funding Administration & Distribution

Technical support

Performance Management and Federal Award Oversight



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the Regional Transportation Council as the MPO:

Appoint, direct, manage, evaluate, and relinquish duties of MPO  
Transportation Planning Director

Provide policy direction to the MPO Transportation Planning Director

Maintain competent staff capable of performing required MPO activities

Ensure federal metropolitan planning requirements are fulfilled to develop  
and maintain a regional transportation planning program in  
accordance with federal laws and regulations

Develop and adopt a Metropolitan Transportation Plan (MTP), Transportation  
Improvement Program (TIP), Unified Planning Work Program (UPWP),  
Congestion Management Process, and Conformity Analysis for the MTP  
and TIP

Collect and forecast socio-economic, roadway, and travel data

Maintain composition of RTC in compliance with potential changes in federal  
regulation



# MPO Planning Agreement

## *Major Provisions*

Responsibilities of the North Central Texas Council of Governments (NCTCOG), the Fiscal Agent:

- Maintain required accounting records for state and federal funds
- Make approved UPWP funding available to support MPO activities
- Provide human resources services and employee benefits for MPO staff, consistent with Fiscal Agent policies and applicable law
- Establish and maintain procurement and purchasing procedures



# MPO Planning Agreement

## *Signatories to the Agreement*

RTC Chair, for the Regional Transportation Council as the MPO

NCTCOG Executive Board President, on behalf of NCTCOG  
Executive Board as the Fiscal Agent

Director, Transportation Planning & Programming Division –  
TxDOT



# REQUESTED ACTION – MPO Planning Agreement

RTC approval of:

- RTC’s responsibilities consistent with the Agreement in its role as the Metropolitan Planning Organization Designating the North Central Texas Council of Governments to be the Fiscal Agent for the RTC, consistent with the Agreement, and RTC directs such intent be communicated in the next 30 days
- Establishing an Operational Agreement between the Fiscal Agent and RTC that details business terms

RTC Action Item – May 14, 2026



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North Central Texas Council of Governments

# **Fiscal Year 2025-2026 (FY2025-2026) Railroad Crossing Elimination Program (RCEP)**

Surface Transportation Technical Committee – Action  
5.22.2026

Valerie Alvarado, Transportation Planner II

# Railroad Crossing Elimination Program (RCEP) – Overview

## Program Purpose:

- Fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods
- Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements

## Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

**FY2025-2026 Application Deadline: June 8, 2026**  
*(application limit – 3 per applicant)*



# Railroad Crossing Elimination Program (RCEP) – Overview

## Project Eligibility:

1. **Grade separation** (*via bridge, tunnel, embankment, or combination thereof*)
2. Track relocation
3. Improvement or installation of protective devices, signals, and signs
4. Measures to improve safety related to a separation, closure, or track relocation (*including technological solutions*)
5. Planning/NEPA/Design/Construction (*above projects*)

## Applicant Eligibility (*groups included*):

1. State Department of Transportation (*DOT*)
2. **Metropolitan Planning Organization (MPO)**
3. **Local Government**
4. **Political Subdivision of State/Local Government**
5. Public Port Authority
6. Tribal Government



# Railroad Crossing Elimination Program (RCEP) – Overview

## Funding Availability:

**Total Funding (FY2025-2026):**

**\$1,146,528,000**

### Set-Asides:

- Planning – \$36 Million
- Rural or Tribal – \$229.3 Million
- Highway-Rail Grade Crossing Safety Information and Education Programs – \$3 Million

## Minimum/Maximum Award:

**Minimum:**

– \$1 Million per Project (*construction*)

**Maximum:**

– 80% of Cost per Project (*construction*)

**Maximum per State:**

– **20%** (*or \$229.3 Million*)



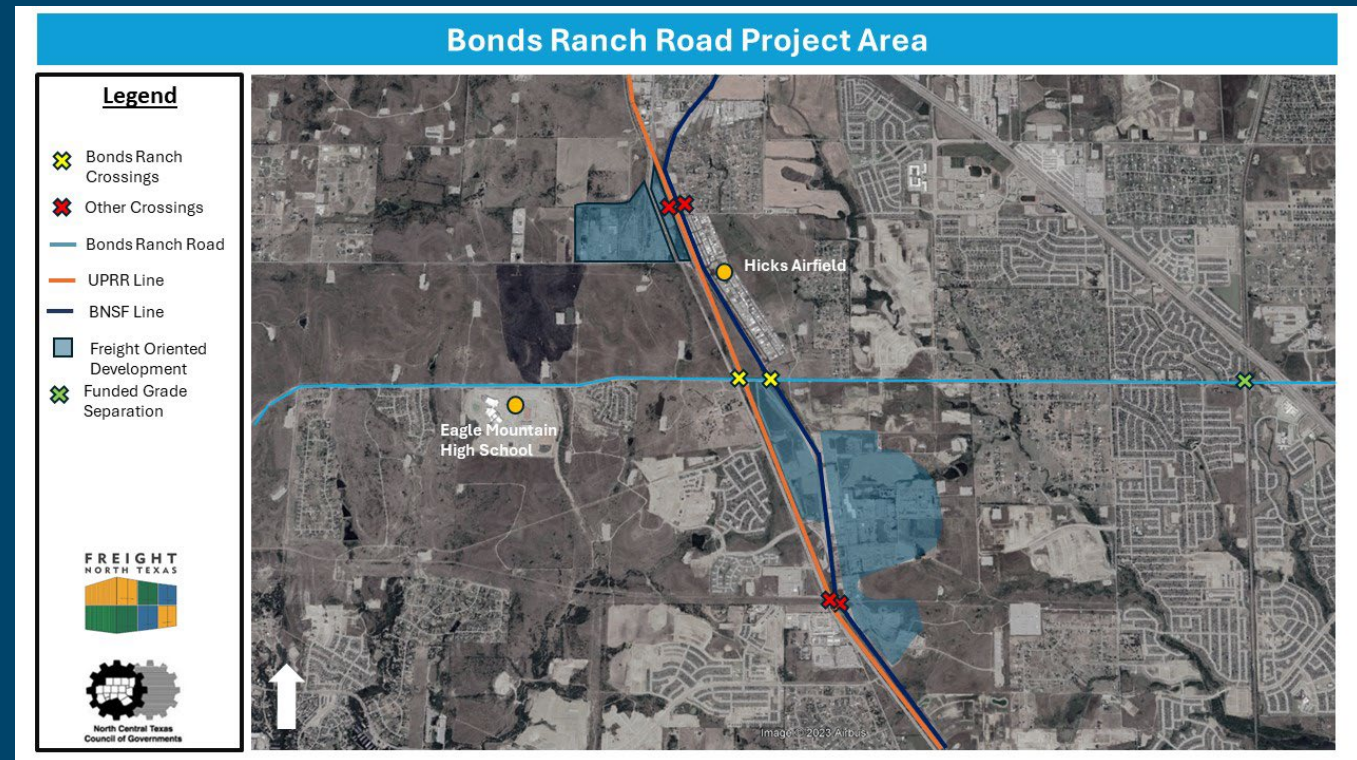
# FY2025-2026 RCEP Projects – Bonds Ranch Rd Segment #2

## Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main St (*Business US 287*) and Bonds Ranch Rd
- Includes BNSF rail relocation to facilitate grade separation away from Hicks Airfield runway approach zone

## Project Partners:

- **Tarrant County** is the submitting and implementing agency for this FY2025-2026 RCEP Grant
- TxDOT, NCTCOG, City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



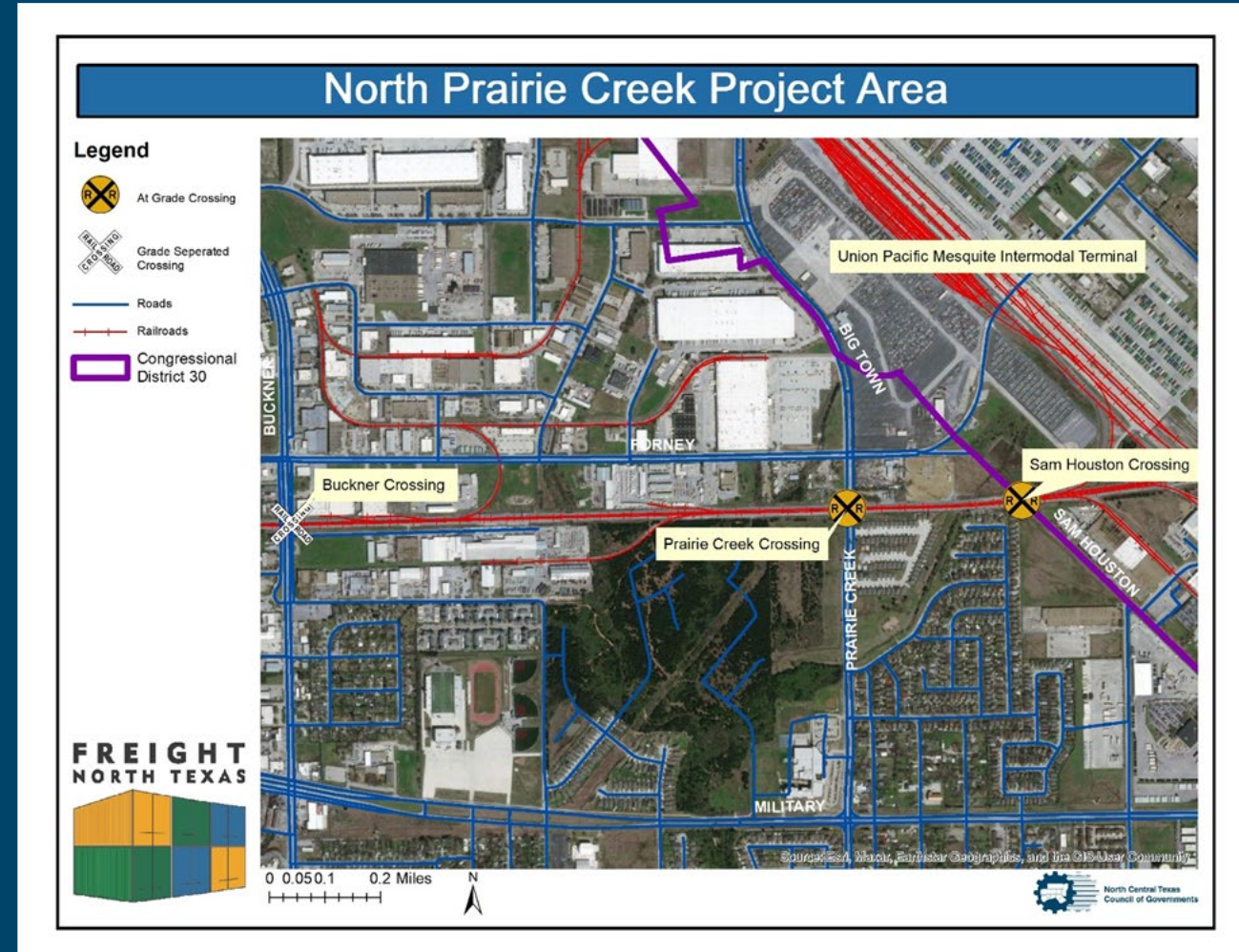
# FY2025-2026 RCEP Projects – Prairie Creek Road/UPRR

## Project Overview:

- Located in Dallas, Texas
- Located near three Dallas ISD schools (*middle school, high school, and the Ann Richards STEAM Academy*)
- Funding request for Union Pacific Railroad (UPRR) grade separation construction

## Project Partners:

- City of Dallas is the submitting and implementing agency for this FY2025-2026 RCEP Grant
- NCTCOG, Dallas County, and UPRR collaborating as project partners



# FY2025-2026 RCEP Projects – Cost/Revenue Breakdown

PROJECT			COST/FUNDING STATUS						
TITLE	NEW	EAST/ WEST	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG City/County	Other Public	Private (Rail)*	NCTCOG	Other	FY2025-2026 RCEP Grant	
<b>SUBMITTED BY OTHERS</b>									
<b>Bonds Ranch Road</b>	No	West	\$27,000,000 <sup>1</sup>	\$15,000,000 (TxDOT) <sup>2</sup>	\$9,650,000 (BNSF/UPRR) <sup>3</sup>	\$30,000,000 <sup>4</sup>	N/A	<b>\$34,483,000</b>	<b>\$116,133,000</b>
<b>Prairie Creek Road</b>	No	East	\$11,302,000 <sup>5</sup>	N/A	\$1,500,000 (UPRR)	\$7,173,000 <sup>6</sup>	\$1,602,000 (Earmark)	<b>\$32,898,000</b>	<b>\$54,015,000</b>

\* Railroad contributions to be confirmed.

<sup>1</sup> City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR) – \$9,000,000 each (Engineering, Right-of-Way, Utilities, & Construction)

<sup>2</sup> TxDOT – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match funds (Construction)

<sup>3</sup> BNSF – \$5,000,000 (Construction); UPRR - \$4,650,000 (Construction)

<sup>4</sup> RTC – \$30,000,000 in Surface Transportation Block Grant (STBG) Program funds (Construction)

<sup>5</sup> City of Dallas – \$9,451,000 (Construction); Dallas County - \$1,851,000 (Construction)

<sup>6</sup> RTC – \$7,173,000 in Construction Mitigation Air Quality (CMAQ) Program funds (Construction)



# Railroad Crossing Elimination Program (RCEP) – Schedule

**April 20, 2026**      **FY2025-2026 RCEP Notice of Funding Opportunity Released**

**May 14, 2026**      **RTC Action Item**

**May 22, 2026**      **STTC Endorsement**

**May 28, 2026**      **Executive Board Approval**

**June 8, 2026**      **FY2025-2026 RCEP Application Deadline**



# Railroad Crossing Elimination Program (RCEP) – Requested Action

## Request STTC Endorsement for:

The May 14, 2026 RTC approval of the submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Prairie Creek Road/UPRR Project** by the City of Dallas for funding consideration through the **FY2025-2026 Railroad Crossing Elimination Program (RCEP)**.

Reaffirmation of \$9 million in Regional Toll Revenue (RTR) and \$30 million in Surface Transportation Block Grant (STBG) funds for the **Bonds Ranch Road Segment #2 Project** contingent on previously unawarded applications to the FY2023-2024 RCEP and Texas Off-System Rail Grade Separation State Fund Program.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY2025-2026 RCEP Grant** awards.



# CONTACT US



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NCTCOG PRESENTATION

# **Fiscal Year 2025-2026 (FY2025-2026) Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program**

Surface Transportation Technical Committee – Action Item I June 11, 2026

Valerie Alvarado – NCTCOG, Transportation/Air Quality Planner II

# FY2025-2026 CRISI Program – Overview

## Program Purpose:

- Improve rail safety, efficiency, and reliability
- Mitigate congestion at both freight rail and intercity passenger rail chokepoints to enhance mobility efficiency
- Enhance multimodal connections

## Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

## FY2025-2026 Application Deadline:

**June 22, 2026**

## FY2025-2026 Funding Availability:

**\$2,039,246,480**

### Set-Asides:

Rural – \$532,500,000 (or 25%)



# FY2025-2026 CRISI Program – Overview

## Project Eligibility (*capital only*):

1. Deployment of rail safety technology, like positive train control (PTC) and integrity inspection systems
2. Capital project to address congestion, safety, and/or facilitate intercity passenger rail ridership
- 3. Highway-rail grade crossing improvement, including grade separation, technology, and/or other safety measures to reduce quiet zone risk**
4. Rail line relocation or improvement
5. Improve short-line or regional rail infrastructure
6. Facilitate/enhance multimodal service integration
7. Asset program development/delivery to improve rail safety and prevent trespassing
8. Rehabilitating, remanufacturing, procuring, or overhauling locomotives for emissions reduction

## Applicant Eligibility (*groups included*):

1. One or more states, or interstate compact
- 2. Political subdivision, public agency, or chartered authority by one or more states**
3. Any rail carrier/equipment manufacturer in partnership with above entities
4. Amtrak or another intercity passenger rail carrier
5. Class II/III railroad, including any holding company or representing association
6. Tribal government
7. Transportation Research Board and any contractual rail-research development entity
8. University transportation center engaged in rail-related research
9. Nonprofit labor organization representing a class/craft of rail carrier employees/contractors



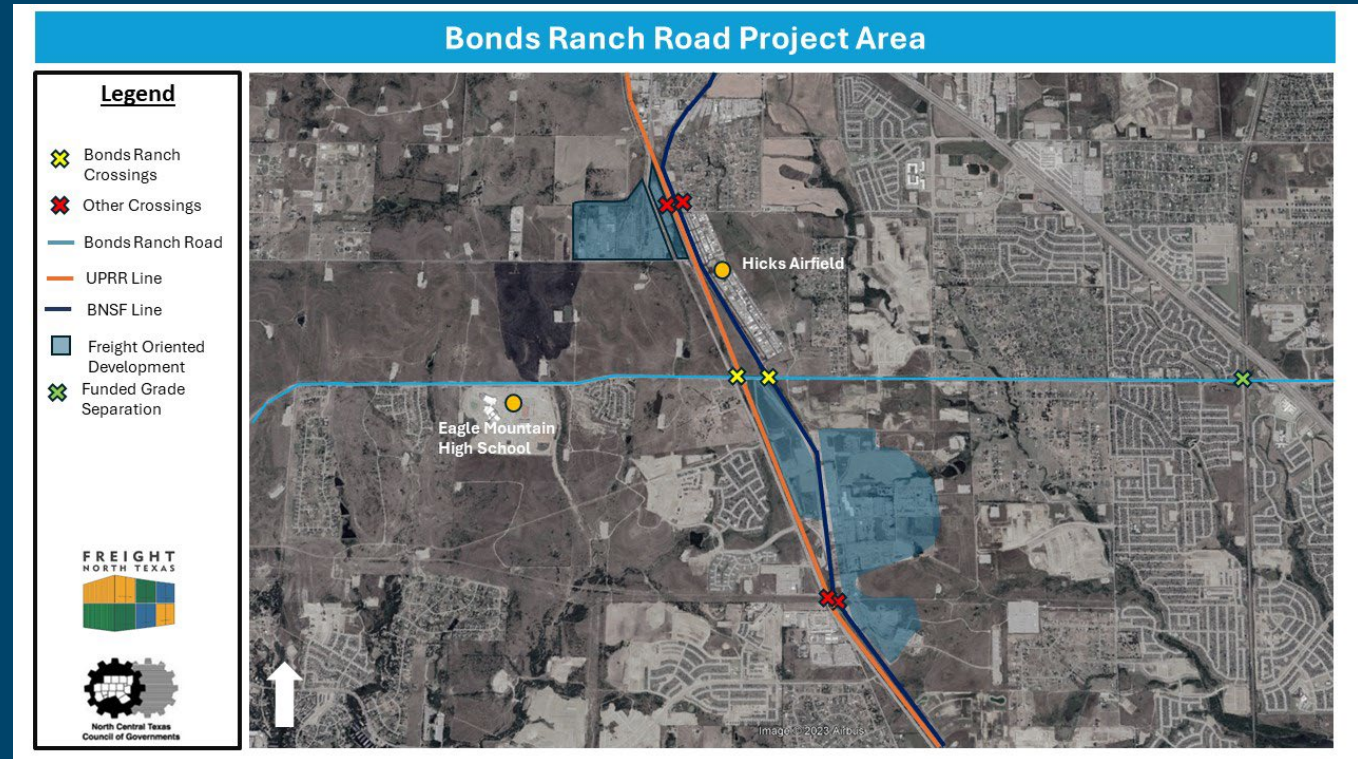
# Bonds Ranch Road Segment #2

## Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main St (*Business US 287*) and Bonds Ranch Rd
- Includes BNSF rail relocation to facilitate grade separation away from Hicks Airfield runway approach zone

## Project Partners:

- **Tarrant County** is the grantee and submitting/implementing agency for this FY2025-2026 CRISI Grant
- NCTCOG, TxDOT, Fort Worth, BNSF, and UPRR work with Tarrant County as partners



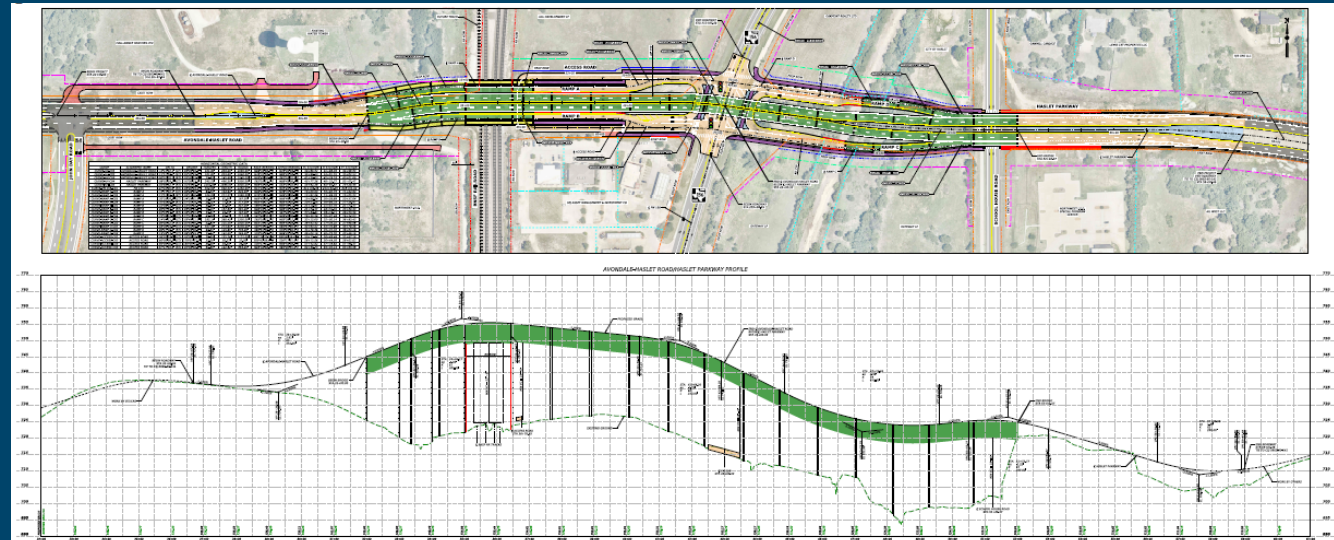
# Avondale Haslet Road/Haslet Parkway “Long Bridge”

## Project Overview:

- Located in Haslet, Texas
- Located immediately south of BNSF Alliance Intermodal Facility
- Connects Avondale Haslet Rd/Haslet Pkwy via grade separation over BNSF, FM 156 (*ramps*), and School House Rd alleviating close-spaced intersections

## Project Partners:

- **NCTCOG** is the submitting agency, with **TxDOT** as grantee and implementing agency, for this FY2025-2026 CRISI Grant
- NCTCOG, Tarrant County, Haslet, and BNSF work with TxDOT as partners



# FY2025-2026 CRISI Projects – Cost/Revenue Breakdown

PROJECT		COST/FUNDING INFORMATION					
TITLE	EAST/ WEST	NON-FEDERAL			FEDERAL		TOTAL COST
		NCTCOG	Other Public	Private (Rail)*	NCTCOG	CRISI Grant	
<b>SUBMITTED BY OTHERS (Tarrant County)</b>							
<b>Bonds Ranch Road Segment #2</b>	West	\$9,000,000 <sup>1</sup>	\$33,000,000 <sup>2</sup>	\$9,650,000 <sup>3</sup>	\$30,000,000 <sup>4</sup>	<b>\$34,483,000</b>	<b>\$116,133,000</b>
<b>SUBMITTED BY NCTCOG</b>							
<b>Avondale-Haslet Road/Haslet Parkway "Long Bridge"</b>	West	\$5,203,000 <sup>5</sup>	\$5,000,000 <sup>6</sup>	\$5,000,000 <sup>7</sup>	N/A	<b>\$60,812,000</b>	<b>\$76,015,000</b>

**\* Railroad contributions to be confirmed.**

<sup>1</sup> Regional Toll Revenue (RTR) – \$9,000,000 (Construction)

<sup>2</sup> City of Fort Worth – \$9,000,000 (Construction)

Tarrant County – \$8,100,000 (Engineering) + \$900,000 (Construction)

TxDOT – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match funds (Construction)

<sup>3</sup> BNSF – \$5,000,000 (Construction); UPRR - \$4,650,000 (Construction)

<sup>4</sup> Surface Transportation Block Grant (STBG) Program – \$30,000,000 (Construction)

<sup>5</sup> Regional Toll Revenue (RTR) – \$5,203,000 (Engineering, Right-of-Way, Utilities, Construction)

<sup>6</sup> Tarrant County – \$5,000,000 (Engineering, Right-of-Way, Utilities, Construction)

<sup>7</sup> BNSF – \$5,000,000 (Construction)



# FY2025-2026 CRISI Program – Schedule

**April 20, 2026**      **FY2025-2026 CRISI Notice of Funding Opportunity Released**

**May 22, 2026**      **STTC Action Item**

**June 11, 2026**      **RTC Action Item**

**June 22, 2026**      **FY2025-2026 CRISI Application Deadline**

**June 25, 2026**      **Executive Board Endorsement**



# FY2025-2026 CRISI Projects – Requested Action

## Recommend RTC approval for:

Submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project** by NCTCOG for the **FY2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program**.

Affirming \$9 million in Regional Toll Revenue (*RTR*) and \$30 million in Surface Transportation Block Grant (*STBG*) funds for the **Bonds Ranch Road Segment #2 Project**.

Affirming \$5.203 million in Regional Toll Revenue (*RTR*) funds for the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project**.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY2025-2026 CRISI Grant** awards.



# CONTACT US



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

**FEDERAL HIGHWAY ADMINISTRATION  
300 E. 8<sup>TH</sup> STREET, ROOM 826  
AUSTIN, TEXAS 78701-3225**

April 30, 2026

In Reply Refer To: HDA-TX

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

Metropolitan Planning Organization for the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney Urbanized Areas (MPO) Transportation Conformity Determination  
Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and FY 2025-2028 Transportation Improvement Program

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2050: The Metropolitan Transportation Plan for North Central Texas (Mobility 2050) and FY 2025-2028 Transportation Improvement Program (FY 2025-2028 TIP) adopted by the Metropolitan Planning Organization's Regional Transportation Council on June 12, 2025. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- The Mobility 2050 and FY 2025-2028 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- The Mobility 2050 satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans (MTP) in air quality non-attainment areas; and

- The FY 2025-2028 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of transportation improvement programs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: April 21, 2026, for TxDOT, April 27, 2026, for TCEQ, and April 28, 2026, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action restarts the four-year time clock associated with the MTP update. Accordingly, an updated MTP and corresponding transportation conformity demonstration will be required by April 30, 2030.

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

Should you have any questions concerning this action, please contact Jose Campos at [Jose.Campos@dot.gov](mailto:Jose.Campos@dot.gov) or (512) 536-5932 or Genevieve Bales at [Genevieve.Bales@dot.gov](mailto:Genevieve.Bales@dot.gov) or (512) 536-5941.

Sincerely yours,



Edward Ofori, P.E.  
Acting Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Donald Koski                      David Bartels  
Michelle Bloomer

Federal Highway Administration, Texas Division (FHWA-TX)

Ed Burgos-Gomez                  Jack Bales  
Genevieve Bales                  Gianni Maze  
Ujval Patel                          Andrew Smyth

United States Environmental Protection Agency, Region 6 (EPA)

Michael Feldman                  Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

Donna Huff                          Sarah Thomas

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.  
Mildred Litchfield      Casey Wells  
Shannon Hawkins      Janie Temple  
Laura Norton              Clint Anderson

Environmental Affairs Division (ENV)

Doug Booher                  Tim Wood  
Glendora Lopez

Public Transportation Division (PTN)

Eric Gleason                  Bonnie Sherman  
Greg Reininger              Brigida Gonzalez

Dallas District (DAL)

Ceason Clemens

Fort Worth District (FTW)

David M. Salazar Jr.

Paris District (PAR)

Noel Paramanantham

North Central Texas Council of Governments

Michael Morris, Transportation Director  
Chris Klaus, Senior Program Manager  
Jenny Narvaez, Program Manager  
Vivek Thimmavajjhala, Senior Transportation System Modeler

Regional Transit

David Leininger, Dallas Area Rapid Transit (DART)  
Paul Cristina, Denton County Transportation Authority (DCTA)  
Richard Andreski, Trinity Metro



NCTCOG PRESENTATION

# 2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee | May 22,  
2026

# BACKGROUND

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



# 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



# ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2027 UTP in Fall 2025
- 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 2026 projects that need additional funding to cover cost overruns at letting
- To satisfy a February 13, 2026, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- With federal approval of conformity, reviewed existing projects against MTP and are focusing on improvements called for by 2035 (next network year)



# FUNDING OUTLOOK AND PROPOSED CHANGES

- Category 2 and 4 funding allocations continue to decrease
- Very little Category 2 funding (approximately \$47 million for the region) was available to program on projects due to:
  - Decreasing 10-year allocation (\$2.723 billion)
  - Large negative carryover balance resulting from advancing project lettings in recent years (-\$927.76 million)
  - Most funding already being programmed to projects (\$1.748 billion)
- Project bids have been coming in lower than approved funding in many cases, which will free up funding for future programming
- Most proposed “new” projects are breakouts from larger corridors
- Most proposed funding increases would be offset by reductions on the projects being broken out and/or other projects that are further from letting



# REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)<sup>1</sup>

Funding Category <sup>2</sup>	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed)
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	TBD
<b>Total Allocation</b>	<b>\$6.983</b>	<b>\$7.930</b>	<b>\$9.893</b>	<b>\$9.700</b>	<b>\$8.866</b>	<b>TBD</b>

1: UTP allocations are for 10-year periods

2: Amounts shown in billions



# PROJECT PROGRESS SINCE THE 2017 UTP<sup>1</sup>

Project Status	Number of Projects	Total UTP Funding
Completed	59	\$1,607,702,156
Under Construction	98	\$8,859,232,694
Future Projects <sup>2</sup>	103	\$9,720,862,814
<b>Total</b>	<b>260</b>	<b>\$20,187,797,664</b>

1: The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

2: Total funding includes proposed amounts



# NEXT STEPS

- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Solicit feedback from the public, Surface Transportation Technical Committee (STTC), and the RTC
- Bring back the listings for approval, including final Category 12 amounts and changes to the Let/Completed projects list (e.g., 2026 cost overruns)
- Provide an update on the region's Category 2 carryover balances
- Identify any project changes if the final TTC action is different than proposed project listings



# TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 2, 2026
Initial draft list due to TxDOT	February 13, 2026
<b>STTC Information</b>	<b>May 22, 2026</b>
RTC Information	June 11, 2026
Public Involvement	July 2026
STTC Action	July 24, 2026
RTC Action	August 13, 2026
TxDOT Public Involvement for 2027 UTP	July 2026 and August 2026
Anticipated TTC Approval of 2027 UTP	August 2026



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Dylan Niles, Transportation Planner II  
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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
<b>Collin County Projects</b>																		
13088	0047-10-005	Spur 399	SH 5 to Airport Dr	SH 5 to Stewart Rd: Widen 4 to 8 lane freeway and 4/6 lane continuous to 4/6 lane continuous frontage roads; Stewart Rd to Airport Dr: Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	February 2032	2032	Category 2 funding offset by previous reduction on TIP 55287/CSJ 0047-10-002	\$239,315,003	\$239,315,003	\$46,242,349	\$46,242,349	\$42,371,957	\$42,371,957			\$150,700,697	\$150,700,697	59.91
13088.1	0047-10-006	Spur 399	Airport Dr to <del>US 380</del> <b>FM 546B</b>	Construct 0 to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	February 2032	2032	Breakout project from TIP 55287/CSJ 0047-10-002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; <del>\$150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH30 Canyon project in Dallas);</del> <b>Propose to reduce Category 2, 4, and 12 funding and transfer to breakout CSJs 0047-10-008, 0135-15-009, 0135-16-004, and 0135-02-077 (only \$104,190,000 needed for this project)</b>	<del>\$693,753,331</del> <b>\$104,190,000</b>	<del>\$693,753,331</del> <b>\$104,190,000</b>	\$9,065,396	<del>\$9,065,396</del> <b>\$3,065,396</b>	\$78,144,397	<del>\$78,144,397</del> <b>\$28,144,397</b>	\$182,188,235	<del>\$182,188,235</del> <b>\$50,000,000</b>	\$424,355,303	<del>\$424,355,303</del> <b>\$22,980,207</b>	50.68
<del>13088.2</del>	<del>0047-10-008</del>	<del>Spur 399</del>	<del>FM 546B to US 380</del>	<del>Construct 0 to 4/6 lane continuous frontage roads</del>	<del>August 2032</del>	<del>2032</del>	<del>Proposed breakout project from TIP 13088.1/CSJ 0047-10-006; Proposed funding would be offset by reduction on TIP 13088.1/CSJ 0047-10-006</del>	<del>\$167,455,902</del>	<del>\$167,455,902</del>	<del>\$0</del>	<del>\$3,000,000</del>	<del>\$0</del>	<del>\$25,000,000</del>			<del>\$0</del>	<del>\$139,455,902</del>	<del>TBD</del>
13010	0047-09-034	SH 5	Spur 399 to South of FM 1378	Reconstruct and widen 2 lane to 4 lane roadway and construct new shared use path	August 2028	2028	Project also has \$504,682 of CMAQ funding; <b>Proposed Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033</b>	<del>\$17,930,663</del> <b>\$25,171,695</b>	<del>\$17,930,663</del> <b>\$24,667,013</b>	\$17,426,001	\$17,426,001	\$0	<del>\$0</del> <b>\$7,241,012</b>					72.39
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway and construct new sidewalks and turn lanes	<del>June 2027</del> <b>March 2028</b>	<del>2027</del> <b>2028</b>	Breakout project from TIP 13073/CSJ 0047-05-057; Project also has \$2,189,970 of CMAQ funding; <b>Proposed additional Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033</b>	<del>\$56,267,909</del> <b>\$61,045,211</b>	<del>\$56,267,909</del> <b>\$58,855,241</b>	\$45,005,441	\$45,005,441	\$9,072,498	<del>\$9,072,498</del> <b>\$13,849,800</b>					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane roadway to 4 lane roadway (ultimate 6 lanes)	September 2032	2033	Insufficient funding for this project	<del>\$93,692,543</del> <b>\$93,726,176</b>	\$0	\$0	\$0							78.69
13026.2	0047-04-030	SH 5	South of CR 275 to SH 121	CR 275 to southwest of CR 338/Fannin Road: Reconstruct and widen 2 to 4 lane roadway; Southwest of CR 338/Fannin Road to SH 121: Reconstruct 4 to 4 lane roadway (ultimate 6); Realign SH 121/SH 5 intersection	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update; Insufficient funding for this project	\$37,282,758	\$0	\$0	\$0							80.73
13075	0047-04-029	SH 5	SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane roadway to 4 lane roadway	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update; Insufficient funding for this project	<del>\$10,295,558</del> <b>\$12,668,063</b>	\$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 to 4 lane roadway with new sidewalks, new shared use path, new turn lanes and signals, and signal retiming	<del>September 2027</del> <b>November 2026</b>	<del>2028</del> <b>2027</b>	Project also has \$5,300,000 of CMAQ funding	<del>\$63,694,143</del> <b>\$56,879,262</b>	<del>\$63,694,143</del> <b>\$51,579,262</b>			\$58,404,773	<del>\$58,404,773</del> <b>\$51,579,262</b>					73.07
13022	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane to 4 lane roadway	August 2032	2032	<del>TxDOT proposes to remove Category 4 funding and transfer it to TIP 13010/CSJ 0047-09-034, TIP 13073.1/CSJ 0047-05-061, and TIP 50001/CSJ 0092-14-094</del>	<del>\$45,644,747</del> <b>\$51,122,117</b>	<del>\$45,644,747</del> <b>\$0</b>			\$32,473,108	<del>\$32,473,108</del> <b>\$0</b>					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 to 4 lane roadway (Ultimate 6 lanes)	<del>September 2027</del> <b>December 2028</b>	<del>2028</del> <b>2029</b>	<del>TxDOT proposes to reduce Category 4 funding due to anticipated cost savings and transfer to TIP 13035.3/CSJ 1051-01-064</del>	<del>\$42,442,704</del> <b>\$40,926,893</b>	<del>\$42,442,704</del> <b>\$40,926,893</b>			\$42,442,704	<del>\$42,442,704</del> <b>\$40,926,893</b>					68.46

**ELECTRONIC ITEM 8.2**

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
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 2036 <del>2033</del>	2036 <del>2033</del>	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$530,970,611	\$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 2036 <del>2033</del>	2036 <del>2033</del>	Improvements called for in the MTP by 2040; Insufficient funding for this project	<del>\$570,128,940</del> \$514,835,202	\$0							\$0	\$0	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood Road: Reconstruct 6 to 6 lane arterial; Lakewood Road 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	2033	Breakout of larger US 380 project; 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)	<del>\$333,906,240</del> \$355,536,059	\$0	\$0	\$0	\$0	\$0			\$0	\$0	69.40
TBD	0135-02-077	US 380	Coit Road to JCT US 380/University Drive	Reconstruct and widen 4 lane to 8 lane freeway	August 2035	2035	TxDOT proposes to offset \$138,200,399 of Category 12 funding with reduction on TIP 13088.1/CSJ 0047-10-006 with the remaining \$296,851,001 requested by TxDOT through the 2027 UTP	\$435,051,400	\$435,051,400							\$0	\$435,051,400	TBD
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Bloomdale Road East Hardin Boulevard	Construct 0 to 8 lane freeway	September 2032	2033	Breakout from TIP 13070/CSJ 0135-15-002	<del>\$484,064,000</del> \$500,745,468	\$0	\$0	\$0	\$0	\$0					87.62
13085	0135-15-005	US 380	JCT US 380/West University Drive to Ridge Road (CR 161) Hardin Boulevard	Construct 0 to 4/6 lane continuous frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Proposed Category 2 and additional Category 4 funding would be offset by reduction on TIP 13087/CSJ 0135-15-007; TxDOT proposes to reduce Category 12 funding and transfer it to CSJ 0135-16-004 and CSJ 0135-16-005; Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023	<del>\$206,895,618</del> \$361,264,697	\$206,895,618	\$0	\$23,000,000	\$11,141,247	\$55,141,247			\$350,123,450	\$128,754,371	87.62
TBD	0135-15-010	US 380	Ridge Road (CR 161) to Bloomdale Road East	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	Breakout from TIP 13070/CSJ 0135-15-002; Category 2 and Category 4 funding proposed to be offset by reduction on TIP 13087/CSJ 0135-15-007; Category 12 funding proposed to be offset by reductions on TIP 13087/CSJ 0135-15-007 and TIP 13086/CSJ 0135-15-006	\$179,228,813	\$179,228,313	\$0	\$23,000,000	\$0	\$55,000,000	\$0	\$75,000,000	\$0	\$26,228,313	TBD
13087	0135-15-007	US 380	Bloomdale Road East to Trinity Falls Hardin Boulevard to SH 5	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2030	2031	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 approved; Propose to reduce Category 2 funding and transfer it to TIP 13085/CSJ 0135-15-005, TIP 13086/CSJ 0135-15-006, CSJ 0135-15-010, CSJ 0135-15-011, and CSJ 0135-15-012; TxDOT proposes to reduce Category 4 funding and transfer it to TIP 13070.1/CSJ 0135-15-004, TIP 13086/CSJ 0135-15-006, CSJ 0135-15-010, CSJ 0135-15-011, and CSJ 0135-15-012; TxDOT proposes to reduce Category 12 funding and transfer it to CSJs 0135-15-010, 0135-15-011, and 0135-15-012	<del>\$100,796,511</del> \$713,326,203	\$100,796,511	\$136,775,300	\$21,775,300	\$314,954,923	\$58,954,923	\$151,653,226	\$10,000,000	\$23,699,173	\$10,066,288	87.62
TBD	0135-15-011	US 380	Trinity Falls to SH 5	Construct 0 to 4/6 lane continuous frontage roads	August 2033	2033	Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset funding with reductions on TIP 13087/CSJ 0135-15-007	\$125,004,375	\$125,004,375	\$0	\$23,000,000	\$0	\$55,000,000	\$0	\$47,004,375			TBD

Amounts only include Cat 2, 4, 12 funds  
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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	
13086	0135-15-006	US 380	SH 5 to FM 2933 North JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads (Phase 1)	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; <u>Propose to offset new Category 2 and additional Category 4 funding with reductions on TIP 13087/CSJ 0135-15-007; TxDOT proposes to reduce Category 12 funding and transfer it to CSJ 0135-03-060, CSJ 0135-15-012, CSJ 0135-15-010, and CSJ 0135-16-004; Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023</u>	<del>\$250,188,694</del> \$427,852,573	<del>\$250,188,693</del>	\$0	<del>\$23,000,000</del>	\$8,753,838	<del>\$55,753,838</del>			\$419,098,735	<del>\$171,434,855</del>	87.62	
TBD	0135-15-012	US 380	FM 2933 North to JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	<u>Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset new Category 2 and Category 4 funding with reductions on TIP 13087/CSJ 0135-15-007; Proposed Category 12 funding would be offset by reductions on TIP 13086/CSJ 0135-15-006 and TIP 13087/CSJ 0135-15-007; \$14,000,000 of Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023</u>	\$153,967,777	\$153,967,777	\$0	<del>\$23,000,000</del>	\$0	<del>\$55,000,000</del>	\$0	<del>\$19,648,851</del>	\$0	<del>\$56,318,926</del>	TBD	
TBD	0135-15-009	US 380	At Spur 399	Reconstruct US 380 at Spur 399 intersection	August 2035	2035	<u>Proposed breakout from TIP 13088.1/CSJ 0047-10-006; New Category 2, 4, and 12 funding proposed would be offset by reductions on TIP 13088.1/CSJ 0047-10-006</u>	\$32,950,117	\$32,950,117	\$0	<del>\$3,000,000</del>	\$0	<del>\$25,000,000</del>			\$0	<del>\$4,950,117</del>	TBD	
TBD	0135-03-060	US 380	FM 1827 to JCT US 380/West Princeton Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	<u>Proposed breakout from TIP 55283/CSJ 0135-03-056; TxDOT proposes to offset new Category 12 funding with reduction on TIP 13086/CSJ 0135-15-006</u>	\$56,182,456	\$56,182,456							\$0	<del>\$56,182,456</del>	TBD	
TBD	0135-16-005	US 380	JCT US 380/West Princeton Drive to FM 1377	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	<u>New Category 12 funding proposed to be offset by reduction on TIP 13085/CSJ 0135-15-005</u>	\$212,317,846	\$212,317,846							\$0	<del>\$212,317,846</del>	TBD	
TBD	0135-16-004	US 380	North of FM 1377 to JCT US 380/East Princeton Drive	Reconstruct and widen 6 to 8 lane freeway	August 2035	2035	<u>New Category 12 funding proposed to be offset by reductions on TIP 13088.1/CSJ 0047-10-006, TIP 13085/CSJ 0135-15-005, and TIP 13086/CSJ 0135-15-006; \$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>	\$382,575,216	\$382,575,216					\$0	<del>\$132,188,235</del>	\$0	<del>\$250,386,981</del>	TBD	
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 2033	2033	US 380 breakout project as it includes a N/S roadway bridge at the lake; Insufficient funding for this project	<del>\$422,234,960</del> \$608,854,861	\$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	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	\$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	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	\$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	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	\$0	\$0	\$0					\$0	\$0	61.27	
<b>Total Proposed Funding - Collin County</b>																		<b>\$2,822,147,636</b>	

Amounts only include Cat 2, 4, 12 funds  
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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
<b>Dallas County Projects</b>																		
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 2032-2034	2033-2035	Project being implemented by the Fort Worth District, but using Dallas District Category 2 since it is physically within Dallas County; Category 4 funds are from Fort Worth District	\$22,000,000	\$22,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54
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 lane roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements to add auxiliary lanes	August 2032-2029	2032-2029	TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; <u>TxDOT requested additional Category 12 funding through the 2027 UTP</u>	<del>\$159,600,209</del> \$178,712,663	\$159,600,209					\$88,707,912	\$159,600,209			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	Insufficient funding for this project	<del>\$1,642,251,991</del> \$1,421,743,460	\$0					\$0	\$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	February 2027-September-2028	2027-2029	<u>Propose to reduce Category 2 and Category 4 proportionally due to anticipated cost savings</u>	<del>\$73,667,723</del> \$79,147,850	\$73,667,722	\$39,573,925	\$36,833,861	\$39,573,925	\$36,833,861					88.84
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$49,140,915	\$0									72.81
55062	0196-03-266	IH 35E	South of Oak Lawn Avenue to Regal Row	Regal Row to SH 183: 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; Market Center to Oak Lawn: Reconstruct and widen 10 to 12 general purpose lanes and reconstruct 4/6 continuous to 4/6 continuous lane frontage roads	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	<del>\$1,161,898,958</del> \$1,149,737,359	\$0									68.59
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	September 2031-2030	2032-2031	TxDOT submitted a federal competitive grant application for this project, but it was not selected; <u>Project also has \$225,000,000 of Category 6 Bridge funding; TxDOT proposes to partially offset additional Category 4 funding with a reduction on TIP 13022/CSJ 0047-04-033; TxDOT requested \$656,619,534 of additional Category 12 funding through the 2027 UTP</u>	<del>\$1,650,000,000</del> \$1,546,906,178	\$1,126,546,912	\$75,000,000	\$102,682,291	\$45,000,000	\$117,245,087			\$250,000,000	\$906,619,534	71.35
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct and widen existing 8 to 10 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 4/6 lane continuous frontage roads (Ultimate)	August 2036	2036	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	<del>\$137,014,032</del> \$122,333,957	\$0									71.09

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects**  
**FY2027 - FY2036**

**DRAFT**

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
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Elm Fork Trinity River to Empire Central: Reconstruct and widen 8 to 10 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Empire Central to IH 35E: Reconstruct 6 to 6 general purpose lanes and construct 0 to 4 collector-distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane continuous frontage roads	August 2036	2036	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	\$372,634,124 \$332,709,039	\$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	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$360,000,000	\$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12	Reconstruct and widen 6/8 to 8 general purpose lanes, 4/6 lane discontinuous to 4/6 lane continuous frontage roads, and 2/4 concurrent to 4 concurrent managed lanes	TBD	TBD	Funding previously moved to TIP 53003 and 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	\$0	\$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114		TBD	TBD	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	\$0	\$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	August 2033	2033	Funding previously moved to breakout project (TIP 55105.4/CSJ 2964-12-009); Insufficient funding for this project	\$10,000,000	\$0	\$0	\$0							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	August 2045	2045	Funding previously moved to TIP 13055/CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once discussions have concluded, funding and schedule will be re-evaluated	\$51,779,102	\$0									78.89
13018	0581-02-146	SL 12	at IH 30	Reconstruct interchange	August 2032	2032	TxDOT and NCTCOG staff are working to develop consensus on project scope; Insufficient funding for this project	\$275,728,706 \$246,186,345	\$0									76.19
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	2033	TxDOT requested Category 12 Clear Lanes funding through 2023, 2024, and 2026 UTPs, but the project was not proposed for funding; <b>TxDOT requested Category 12 funding through the 2027 UTP</b>	\$43,989,098 \$38,959,659	\$43,989,098					\$0	\$43,989,098			79.21
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 2031 2028	2032 2029	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; <b>TxDOT requested Category 12 funding through the 2027 UTP</b>	\$131,714,649 \$129,922,181	\$131,714,649	\$0	\$0	\$0	\$0	\$0	\$131,714,649			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 2031 2028	2032 2029	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; <b>TxDOT requested Category 12 funding through the 2027 UTP</b>	\$75,010,384 \$71,823,319	\$75,010,384	\$0	\$0	\$0	\$0	\$0	\$75,010,384			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	N/A	N/A	Project split out from TIP 53109; Category 4 funding previously reduced and moved to CSJ 2374-02-162; Project awarded Category 12 Clear Lanes funds in 2022 and 2024 UTPs; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); <b>TxDOT proposes to remove all funding from this project and transfer it to breakout projects (CSJ 0095-02-127 and CSJ 0095-02-128); Entry will only be for environmental clearance (received April 2020) and right-of-way acquisition; Construction will be funded under breakout projects.</b>	N/A	\$0	\$0	\$0	\$62,066,566	\$0	\$331,346,035	\$0			79.95

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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	0095-02-127	US 80	East of Belt Line Road to East of Collins Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2032	2032	Proposed breakout from TIP 53110/CSJ 0095-02-096; Proposed funding would be offset by decrease on TIP 53110/CSJ 0095-02-096	\$191,381,484	\$191,381,484			\$0	\$62,066,566	\$0	\$129,314,918			79.95
TBD	0095-02-128	US 80	East of Collins 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	2029	Proposed breakout from TIP 53110/CSJ 0095-02-096; Proposed funding would be offset by decrease on TIP 53110/CSJ 0095-02-096; Project also has \$1,588,225 of local funding from Town of Sunnyvale	\$203,619,343	\$202,031,118					\$0	\$202,031,118			79.95
<b>Total Proposed Funding - Dallas County</b>																	<b>\$2,025,941,576</b>	
<b>Denton County Projects</b>																		
13045	0081-05-049	FM 428	At Greenbelt/ Regional Outer Loop	Construct interchange	September 2033 August 2031	2034 2031	Propose to remove Category 2 funding and transfer it to CSJ 0081-13-085, CSJ 0081-13-078, and CSJ 0081-13-077; Insufficient funding for this project	\$105,609,823 \$92,575,000	\$0	\$92,575,000	\$0							59.61
55197.4	0195-02-090	IH 35	US 77 (North of Denton) to North of FM 3163	Reconstruct and widen 4 lane to 6 lane freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November August 2028	2029 2028	Breakout project from TIP 55197/CSJ 0195-02-074; TxDOT proposes that additional Category 12 funding be offset by a reduction on TIP 55197.5/CSJ 0195-02-092	\$182,485,031 \$179,002,137	\$182,485,031			\$155,359,007	\$155,359,007			\$23,723,130	\$27,126,024	90.11
55197.6	0195-02-091	IH 35	North of FM 3163 to North of Rector	Reconstruct and widen 4 lane to 6 lane freeway with ramp modifications and 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2027	2028	Breakout project from TIP 55197/CSJ 0195-02-074; TxDOT proposes that additional Category 12 funding be offset by a reduction on TIP 55197.5/CSJ 0195-02-092; TxDOT proposes to reduce Category 4 funding and transfer it to TIP 55273.1/CSJ 1315-01-035 (would be replaced with \$11,708,840 of Category 11 District Discretionary funding)	\$172,173,376 \$165,000,000	\$160,464,536			\$62,565,071	\$50,856,231			\$102,434,929	\$109,608,305	90.11
55197.5	0195-02-092	IH 35	North of Rector to South of FM 455	Reconstruct and widen 4 lane to 6 lane freeway and 4 lane discontinuous to 4/6 lane continuous frontage roads 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; Project also has \$5,964,000 of CMAQ funding; TxDOT proposes to reduce Category 12 funding and transfer it to TIP 55197.4/CSJ 0195-02-090 and TIP 55197.6/CSJ 0195-02-091	\$186,305,593 \$196,881,863	\$180,341,593							\$190,917,863	\$180,341,593	90.11
55197.3	0195-02-084	IH 35	South of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	December 2029	2030	Project also has \$2,574,631 of Category 11 funding; Additional Category 12 funding was requested through the 2026 UTP, but was not proposed for TTC approval; TxDOT proposes to remove all funding and transfer it to CSJ 0081-13-080, CSJ 0081-13-071, CSJ 0081-13-085, CSJ 0081-13-077, CSJ 0081-13-083, CSJ 0081-13-086, and CSJ 0081-13-081 (IH 35W breakout projects) and requested new Category 12 funding to replace it through the 2027 UTP	\$130,390,648	\$130,390,648			\$3,042,044	\$0			\$85,615,880	\$130,390,648	90.11
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	January 2032	2032	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; Propose to remove Category 2 funding and transfer it to CSJs 0081-13-086 and 0081-13-083; TxDOT proposes to remove Category 12 funding and transfer it to CSJs 0081-13-082, 0081-13-083, and 0081-13-085 (IH 35W breakout projects)	\$125,399,113	\$0	\$12,918,639	\$0					\$61,486,864	\$0	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	TBD	\$0	\$0	\$0							N/A

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FY2027 - FY2036**

**DRAFT**

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 to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$447,903,383	\$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$894,296,969	\$0									86.73
55259.1	0081-13-071	IH 35W	South of FM 407 to North of Robson Ranch Road/Crawford Road	Construct 0 to 4/6 lane continuous 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 approved; <u>Propose to reduce Category 2 funding and transfer it to TIP 55273.1/CSJ 1315-01-035 (funding would be replaced with \$11,708,840 of Category 11 District Discretionary funding); TxDOT proposes that additional Category 12 funding be offset by a decrease on TIP 55197.3/CSJ 0195-02-084</u>	\$215,731,473 \$260,713,232	\$204,022,633	\$24,537,247	\$12,828,407					\$188,486,753	\$191,194,226	67.36
TBD	0081-13-075	IH 35W	At Dale Earnhardt Way	Reconstruct interchange and existing 4 lane frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP	\$27,306,342	\$27,306,342							\$0	\$27,306,342	TBD
TBD	0081-13-076	IH 35W	Dale Earnhardt Way to FM 1171	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP	\$78,886,067	\$78,886,067							\$0	\$78,886,067	TBD
TBD	0081-13-077	IH 35W	At FM 1171	Reconstruct interchange and existing 4 lane frontage roads	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding proposed would be offset by a reduction on TIP 13045/CSJ 0081-05-049; New Category 12 funding proposed to be offset by a reduction on TIP 55197.3/CSJ 0195-02-084; Project also has \$5,000,000 from Denton County	\$77,253,494	\$72,253,494	\$0	\$62,801,041					\$0	\$9,452,453	TBD
TBD	0081-13-078	IH 35W	FM 1171 to Cleveland Gibbs Road	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads with new sidewalks	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13045/CSJ 0081-05-049; Propose to add \$2,380,295 (total) of CMAQ funding	\$29,773,959	\$27,393,664	\$0	\$27,393,664							TBD
TBD	0081-13-079	IH 35W	At Cleveland Gibbs Road	Reconstruct interchange and existing 4 lane frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP	\$21,563,984	\$21,563,984							\$0	\$21,563,984	TBD
TBD	0081-13-080	IH 35W	Cleveland Gibbs Road to Denton Creek Drive	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 4 and Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084	\$11,348,884	\$11,348,884			\$0	\$3,042,044			\$0	\$8,306,840	TBD
TBD	0081-13-081	IH 35W	Denton Creek Drive to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084	\$34,711,983	\$34,711,983							\$0	\$34,711,983	TBD
TBD	0081-13-082	IH 35W	North of Robson Ranch Road/Crawford Road to Allred Road/John Paine Road	Reconstruct and widen 2 to 4/6 lane continuous frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 12 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113	\$47,854,662	\$47,854,662							\$0	\$47,854,662	TBD

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FY2027 - FY2036**

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TBD	0081-13-083	IH 35W	At Allred Road/John Paine Road	Reconstruct interchange and existing 4 lane frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113; Proposed Category 12 funding would be partially offset by reductions on TIP 55197.3/CSJ 0195-02-084 and TIP 13033.5/CSJ 0196-01-113 with the remainder requested by TxDOT through the 2027 UTP	\$75,010,973	\$75,010,973	\$0	\$10,334,911					\$0	\$64,676,062	TBD	
TBD	0081-13-084	IH 35W	Allred Road/John Paine Road to FM 2449	Reconstruct and widen 2 to 4/6 lane continuous frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested new Category 12 funding through the 2027 UTP	\$74,802,503	\$74,802,503							\$0	\$74,802,503	TBD	
TBD	0081-13-085	IH 35W	At FM 2449	Reconstruct interchange and existing 4 lane frontage roads	August 2035	2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; \$15,478,284 of proposed Category 12 funding would be offset by reductions on TIP 55197.3/CSJ 0195-02-084 and TIP 13033.5/CSJ 0196-01-113 with the remainder requested by TxDOT through the 2027 UTP	\$30,956,567	\$30,956,568							\$0	\$30,956,568	TBD	
TBD	0081-13-086	IH 35W	At Denton Creek Drive	Construct interchange and reconstruct existing 4 lane frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113; \$1,420,475 of proposed Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084 with the remainder requested by TxDOT through the 2027 UTP; Project also has \$5,000,000 of local funding from Denton County	\$22,768,997	\$17,768,997	\$0	\$4,964,023					\$0	\$12,804,974	TBD	
55273.1	1315-01-035	FM 1385	US 380 to Union Park Boulevard	Reconstruct and widen 2 lanes to 6 lanes and add new signals with signal re-timing and new shared use path	August 2032	2032	Propose to add new project to the 10-Year Plan; Project also has \$2,096,512 of CMAQ (previously approved by RTC), \$1,000,000 of STBG (previously approved by RTC), and \$11,708,840 of Category 11 District Discretionary funding; Proposed Category 2 and Category 4 funding would be offset by reductions on TIP 55259.1/CSJ 0081-13-071 and TIP 55197.6/CSJ 0195-02-091 respectively	\$38,223,032	\$23,417,680	\$0	\$11,708,840	\$0	\$11,708,840						TBD
55292	0135-10-065	US 380	Teel Pkwy/ Championship Drive to Denton/Collin County Line	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2035	2036	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval; Improvements called for in the MTP by 2040; Insufficient funding for this project	\$108,587,618 <del>\$119,904,607</del>	\$0							\$0	\$0	80.20	
<b>Total Proposed Funding - Denton County</b>																	<b>\$1,400,980,242</b>		
<b>Ellis County Projects</b>																			
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, reconstruct Ennis Avenue from 4 to 4 lanes; Construct new sidewalks	February 2027 <del>October 2026</del>	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <del>\$14,300,000</del> \$18,750,000 of STBG, \$2,500,000 of Category 11, \$23,970,000 of CMAQ, and <del>\$2,000,000</del> \$2,680,000 of local funding	\$57,863,056 <del>\$54,618,327</del>	\$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 to 4 lane roadway (6 lane ultimate)	August 2036 <del>2030</del>	2036 <del>2030</del>	Insufficient funding for this project	\$108,623,271 <del>\$100,957,237</del>	\$0	\$0	\$0							70.00	
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6 lane)	December July 2029	2030 <del>2029</del>	Propose to reduce Category 2 funding and transfer it to TIP 13035.3/CSJ 1051-01-064; Project also has \$10,000,000 of Category 11 funding	\$76,250,668 <del>\$70,099,157</del>	\$66,250,668	\$57,151,237	\$53,302,748	\$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 roadway to 6 lane roadway	September 2031 <del>2028</del>	2032 <del>2029</del>	Category 2 funding previously moved to a breakout project (TIP 13035.3/CSJ 1051-01-064); Insufficient funding for this project	\$182,734,267	\$0	\$0	\$0							81.42	

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13035.3	1051-01-064	FM 664	SH 342 to West of Ferris Road	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6) with new sidewalks, new turn lanes, and signal installation with retiming	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; Project also has \$4,607,327 of CMAQ funding and \$10,000,000 million of Category 11 District Discretionary funding; Propose to partially offset additional Category 2 funding with a reduction on TIP 13028/CSJ 1051-01-052 and TIP 13035.2/CSJ 1051-03-001; Proposed Category 4 funding would be offset by a reduction on TIP 54023/CSJ 0091-03-022	\$118,116,656 <del>\$115,412,344</del>	\$103,509,329	\$85,442,389	\$101,993,518	\$0	\$1,515,811					81.42	
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	West of Ferris Road to North Central Street: Realign and widen 2 to 4 lane roadway (6 lanes ultimate); North Central Street to IH 45: Construct 0 to 4 lane roadway (6 lanes ultimate)	September 2028	2029	Breakout of TIP 13035.1/CSJ 1051-01-051; Propose to reduce Category 2 funding and transfer it to TIP 13035.3/CSJ 1051-01-064 (would be replaced with \$10,000,000 of Category 11 District Discretionary funding)	\$74,481,854	\$64,481,854	\$68,481,854	\$58,481,854	\$6,000,000	\$6,000,000					71.72	
13029	0092-03-053	IH 45	At FM 664	Construct interchange	September 2028	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	
55105.4	2964-12-009	SL 9	East of Westmoreland Road/Dallas County Line to IH 35E	Construct 0 to 2 (ultimate 6) lane continuous frontage road	May 2030 August 2033	2030 2033	Breakout project from TIP 55105/CSJ 2964-10-006	\$14,835,354 <del>\$10,000,000</del>	\$14,835,354	\$10,000,000	\$14,835,354							71.29	
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 4/6 lane continuous frontage roads and interchanges at Boyce Road and Cooke Road	August 2033	2033	Project in proximity to Ennis Speedway; Category 2 funding previously removed to free up funds for projects that can advance sooner	\$175,339,836	\$0	\$0	\$0							60.13	
53119.1	0172-08-108	US 287	At Boyce Road	Construct interchange	August 2033	2033	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 approved; Insufficient funding for this project	\$94,661,924 <del>\$92,496,490</del>	\$0							\$0	\$0	TBD	
TBD	0172-04-058	US 287	East of Mountain Creek to Cottonwood Creek	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 2 lane continuous frontage roads and interchanges at Lakeview Drive and Prairie Ridge Boulevard	August 2033	2033	Propose to add new project to the 10-Year Plan list; FY2026 BUILD Grant application submitted for this project; Proposed Category 2 funding is part of commitment in that application as approved by the RTC in February 2026	\$67,885,417	\$18,317,709	\$0	\$18,317,709							TBD	
<b>Total Proposed Funding - Ellis County</b>																		<b>\$363,655,220</b>	
<b>Kaufman County Projects</b>																			
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane to 4 lane roadway (6 lane ultimate)	March 2033 2029	2033 2029	Category 2 funding previously transferred to projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	\$83,273,997 <del>\$80,800,196</del>	\$0	\$0	\$0							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	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	\$255,918,042 <del>\$276,016,216</del>	\$0			\$0	\$0					71.25	
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	\$142,898,536 <del>\$134,398,536</del>	\$0			\$0	\$0					52.68	
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	\$133,912,128	\$0			\$0	\$0					52.48	
50013.2	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has \$3,900,000 <del>\$3,000,000</del> of Category 6 funding; Project also has \$275,476 of CMAQ funding	\$6,884,505	\$2,709,029			\$3,609,029	\$2,709,029					81.12	
50013.4	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has \$7,186,044 <del>\$7,000,000</del> of Category 6 funding; Project also has \$246,277 of CMAQ funding	\$10,049,183	\$2,616,862			\$2,802,906	\$2,616,862					80.84	

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**DRAFT**

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
50013.3	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has <del>\$5,600,000</del> \$4,700,000 of Category 6 funding	\$11,392,452	\$5,792,452			\$6,692,451	\$5,792,452					79.13
50013.5	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has <del>\$4,900,001</del> \$3,600,000 of Category 6 funding	\$9,882,856	\$4,982,855			\$6,282,855	\$4,982,855					72.45
50013.6	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has <del>\$10,399,520</del> \$9,800,000 of Category 6 funding	\$17,080,562	\$6,681,042			\$7,280,561	\$6,681,042					77.14
50013.7	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has <del>\$7,743,100</del> \$7,300,000 of Category 6 funding	\$14,294,732	\$6,551,632			\$6,994,731	\$6,551,632					74.05
50013	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has \$192,526 of CMAQ funding	\$10,094,023	\$9,901,497			\$9,901,497	\$9,901,497					81.20
50013.1	0095-03-109	US 80	At Buffalo Creek Relief	Replace existing multiple culverts with a bridge, approaches, and construct new sidewalks	September 2026	2027	Project also has \$264,592 of CMAQ funding	\$18,780,751	\$18,516,159			\$18,516,159	\$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 to 4 lane roadway; From North of US 80 to US 80: Reconstruct 4 lane to 4 lane roadway with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate), including new shared use path and signal improvements	August 2028	2028	Project also has \$6,772,780 of CMAQ funding; <del>TxDOT proposes to reduce Category 4 funding and transfer it to TIP 55071/CSJ 0451-01-053 due to anticipated cost savings on this project</del>	\$120,020,720 <del>\$125,642,776</del>	\$113,247,940	\$6,415,178	\$6,415,178	\$112,454,818	\$106,832,762					54.67
<b>Total Proposed Funding - Kaufman County</b>																	<b>\$170,999,468</b>	
<b>Rockwall County Projects</b>																		
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane to 4 lane roadway (Ultimate 6)	March 2033 <del>2029</del>	2033 <del>2029</del>	Category 2 funding previously transferred to projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	\$19,128,617 <del>\$19,017,443</del>	\$0	\$0	\$0							78.71
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	September 2031 <del>April 2029</del>	2032 <del>2029</del>	Project split out from TIP 55074; <del>Propose to reduce Category 2 funding and transfer it to TIP 55071/CSJ 0451-01-053, which is a higher priority segment</del>	\$57,941,410	\$38,219,244	\$51,526,232	\$38,219,244							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 lane to 6 lane roadway	August 2045	2045	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$9,988,490	\$0	\$0	\$0							88.75
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)	September 2031 <del>April 2029</del>	2032 <del>2029</del>	Project split out from TIP 55074; Category 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)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate between Pullen Road and South of FM 548)	September 2028	2029	<del>Propose to offset additional Category 2 funding with a reduction on TIP 13038.1/CSJ 0451-05-003 and additional Category 4 funding with a reduction on TIP 55072/0451-02-028</del>	\$151,660,357 <del>\$132,731,313</del>	\$151,660,357	\$44,046,699	\$57,353,687	\$88,684,614	\$94,306,670					75.83
TBD	0009-12-226	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads; Construct new and reconstruct existing interchanges; Ramp modifications and pedestrian improvements	August 2035	2035	TxDOT requested Category 12 funding through the 2027 UTP	\$181,354,670	\$181,354,670							\$0	\$181,354,670	TBD
<b>Total Proposed Funding - Rockwall County</b>																	<b>\$381,222,761</b>	

Amounts only include Cat 2, 4, 12 funds  
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
<b>Various County Projects</b>																		
11618.3	0918-00-503	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	September 2027	2027	Includes \$5,821,500 of STBG (approved through 2027-2029 M&O Initiative); TxDOT requested Category 12 funding through the 2027 UTP	\$7,762,000	\$1,940,500							\$0	\$1,940,500	N/A
11618.3	0918-00-504	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 2028	2028	Includes \$6,025,500 of STBG (approved through 2027-2029 M&O Initiative); TxDOT requested Category 12 funding through the 2027 UTP	\$8,034,000	\$2,008,500							\$0	\$2,008,500	N/A
11618.3	0918-00-505	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 2029	2029	Includes \$6,236,250 of STBG (approved through 2027-2029 M&O Initiative); TxDOT requested Category 12 funding through the 2027 UTP	\$8,315,000	\$2,078,750							\$0	\$2,078,750	N/A
<b>Total Proposed Funding - Various County</b>																	<b>\$6,027,750</b>	
<b>Total Category 2, 4, and 12 Funding</b>									\$7,170,974,653	\$893,314,482	\$944,112,412	\$1,270,650,800	\$1,308,546,857	\$1,173,949,355	\$1,075,501,837	\$3,207,308,196	\$3,842,813,547	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$944,112,412	\$1,308,546,857	\$4,918,315,384
<b>Total</b>	<b>\$944,112,412</b>	<b>\$1,308,546,857</b>	<b>\$4,918,315,384</b>

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

DRAFT

FY2027 - FY2036

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
<b>Hood County Projects</b>																		
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Reconstruct 4 lane to 4 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	November December 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Leaving surplus funding until project lets	<del>\$110,924,822</del> \$127,000,000	\$127,000,000	\$75,000,000	\$75,000,000	\$52,000,000	\$52,000,000					72.76
<b>Total Proposed Funding - Hood County</b>														<b>\$127,000,000</b>				
<b>Johnson County Projects</b>																		
54053	0747-05-035	FM 157	BU 287P to CR 510	Realign and widen roadway from 2 to 4 lanes urban divided	November 2031	2032	<del>Propose to reduce Category 2 funding and transfer to TIP 11955.1/CSJ 1181-02-033 and TIP 11955.2/CSJ 1181-03-036</del>	<del>\$172,999,657</del> \$173,000,000	\$118,165,143	\$78,000,000	\$58,165,143	\$60,000,000	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	October 2032	2033	<del>Propose to offset increased Category 2 funding with a reduction on TIP 54053/CSJ 0747-05-035: FY2026 BUILD Grant application submitted for this project</del>	<del>\$23,335,287</del> \$25,000,000	\$23,335,287	\$10,000,000	\$23,335,287							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	October 2032	2033	<del>Propose to offset increased Category 2 funding with a reduction on TIP 54053/CSJ 0747-05-035: FY2026 BUILD Grant application submitted for this project</del>	<del>\$9,499,570</del> \$13,000,000	\$9,499,570	\$3,000,000	\$9,499,570							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Reconstruct and 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	<del>January 2031</del> December 2028	<del>2031</del> 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	<del>\$86,628,562</del> \$80,661,545	\$68,661,515	\$68,661,515	\$68,661,515	\$0	\$0					65.51
<b>Total Proposed Funding - Johnson County</b>														<b>\$219,661,515</b>				
<b>Parker County Projects</b>																		
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	<del>\$17,992,927</del> \$14,740,000	\$16,702,927	\$13,450,000	\$16,702,927							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	October 2032	2033		<del>\$76,944,001</del> \$77,000,000	\$51,000,000			\$20,000,000	\$20,000,000			\$31,000,000	\$31,000,000	75.83
TBD	0314-07-090	IH 20	Spur 312 to US 180	<del>Reconstruct and widen from 4 to 6 general purpose lanes</del>	April 2036	2036	<del>New project proposed by TxDOT; TxDOT requested Category 12 funding through the 2027 UTP</del>	<del>\$500,000,000</del>	<del>\$250,000,000</del>							\$0	\$250,000,000	TBD
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	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; Insufficient funding for this project	\$448,000,000	\$0	\$0	\$0							61.50
<b>Total Proposed Funding - Parker County</b>														<b>\$317,702,927</b>				
<b>Tarrant County Projects</b>																		
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); <del>Propose to reduce Category 2 funding due to cost reduction</del>	<del>\$40,000,000</del> \$51,085,095	\$20,000,000	\$31,085,095	\$20,000,000							63.16

Amounts only include Cat 2, 4, 12 funds  
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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
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	<del>September 2030</del> October 2031	<del>2031</del> 2032	TxDOT requested Category 12 funding through 2024 UTP, but it was not approved; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133; <u>TxDOT requested Category 12 funding through the 2027 UTP</u>	<del>\$150,000,000</del> \$100,000,000	<del>\$67,500,000</del>	\$25,000,000	\$25,000,000					\$0	<del>\$42,500,000</del>	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 2031	2032	Part of the Southeast Connector project	<del>\$453,228,160</del> \$200,000,000	\$200,000,000					\$200,000,000	\$200,000,000			82.70
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/4 lane discontinuous to 4/6 lane continuous frontage roads; Reconstruct IH 30/SH 183 interchange	<del>September 2036</del> October 2032	<del>2037</del> 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 and 2026 UTPs, but project was not approved by the TTC; Improvements called for in the MTP by 2040	\$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; Improvements called for in the MTP by 2040	\$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	<del>June 2031</del> September 2034	<del>2031</del> 2035	TxDOT to build safety barriers into managed lane design; <u>TxDOT proposing to reduce Category 4 funding and transfer to CSJ 0014-16-289</u>	<del>\$278,820,000</del> \$218,820,000	<del>\$118,820,000</del>	\$48,180,000	\$48,180,000	\$170,640,000	<del>\$70,640,000</del>					80.82
<del>TBD</del>	<del>0014-16-289</del>	<del>IH 35W</del>	<del>IH 30 to 28th Street</del>	<del>Construct interchange improvements, ramp modifications and auxiliary lanes</del>	<del>March 2036</del>	<del>2036</del>	<del>New project proposed by TxDOT; TxDOT proposing that new Category 4 funding be offset by a reduction on TIP 13001/CSJ 1068-02-147; TxDOT requested Category 12 funding through the 2027 UTP</del>	<del>\$400,000,000</del>	<del>\$200,000,000</del>			\$0	<del>\$100,000,000</del>			\$0	<del>\$100,000,000</del>	<del>TBD</del>
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 <del>2036</del> 2032	<del>2037</del> 2033	TxDOT requested Category 12 funding through 2023, 2024, and 2026 UTPs, but project was not approved by the TTC; Improvements called for in the MTP by 2040	\$170,000,000	\$0					\$0	\$0			83.01
13005.2	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	October 2033	2034	Breakout of TIP 13005/CSJ 0171-05-068; Category 2 funding previously removed to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	<del>\$977,897,081</del> \$900,000,000	\$0	\$0	\$0							86.84

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

DRAFT

FY2027 - FY2036

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
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes	June 2027	2027	Project also has \$11,430,160 from City of Fort Worth and \$17,000,000 of CMAQ funding; Project awarded \$20 million RAISE grant (plus \$5 million state match); <b>Propose to reduce Category 2 funding due to anticipated cost savings</b>	<del>\$136,069,841</del> \$167,500,000	<del>\$94,069,840</del>	\$89,069,840	<del>\$69,069,840</del>	\$25,000,000	\$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	June 2027	2027	Previously split from TIP 13056; Project also has \$5,000,000 from City of Fort Worth	<del>\$37,500,000</del> \$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	<del>March 2030</del> <del>October 2032</del>	2030 2033	FY2026 BUILD Grant application submitted for this project	<del>\$41,000,960</del> \$41,000,000	\$21,000,000	\$21,000,000	\$21,000,000							61.51
55034	0364-05-039	SH 183	FM 157 to Bear Creek Parkway	Reconstruct and widen 3 to 6/8 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 (likely as a Public-Private Partnership); May propose to utilize RTR funding from the managed lanes on this corridor	TBD	\$0									72.81
55035	0094-02-136	SH 183	Bear Creek Parkway to Dallas County line	Reconstruct and widen 7 to 8 general purpose lanes, 2 to 6 concurrent managed lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane discontinuous frontage roads	TBD	TBD	Funding source to be determined (likely as a Public-Private Partnership); May propose to utilize RTR funding from the managed lanes on this corridor	TBD	\$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	2034	\$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 approved; <b>TxDOT proposing to fund a smaller breakout project with available funding</b>	<del>\$70,000,000</del> \$500,000,000	\$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	<del>February 2031</del> <del>October 2032</del>	2031 2033	Category 2 funding previously replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	<del>\$68,661,515</del> \$130,661,515	\$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 lane continuous to 4/8 lane continuous frontage roads	<del>September 2031</del> <del>December 2028</del>	2032 2029	Project was 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)	<del>\$70,000,000</del> \$130,000,000	\$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 <del>2031</del> <del>2029</del>	2031 2029	Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	<del>\$329,999,999</del> \$256,000,000	\$0	\$0	\$0							77.49

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

DRAFT

FY2027 - FY2036

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	
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 2030	2031	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Funding previously transferred to projects that can advance sooner (2025 10-Year Plan Update); Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	\$70,102,097 \$15,000,000	\$0	\$0	\$0							73.82	
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; Add shared-use path and sidewalks	September 2031	2032	Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	\$319,546,080 \$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, 4/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	April 2029 September 2027	2029	Propose to reduce Category 2 funding and transfer to breakout project (TIP 13063.1/CSJ 0014-15-090); \$16,403,111 of additional Category 2 funding proposed to be offset by a decrease on TIP 55302/CSJ 0013-08-147	\$219,206,407 \$229,977,606	\$186,380,717	\$116,600,000	\$73,003,111	\$113,377,606	\$113,377,606					81.86	
13063.1	0014-15-090	US 81/US 287	Blue Mound Road to Bonds Ranch Road	Construct frontage road and entrance ramp on southbound US 287; Relocate exit ramp on northbound US 287 to Blue Mound Road; Construct intersection improvements at Bonds Ranch Road and US 287; Construct U-turn lane at Blue Mound Road	March 2027	2027	Propose to add project to the 10-Year Plan; Project is breakout of TIP 13063/CSJ 0014-15-078; Project will construct improvements needed to facilitate the Bonds Ranch Road project and minimize traffic impacts while it is under construction; Propose that new Category 2 funding be offset by decrease on TIP 13063/CSJ 0014-15-078	\$60,000,000	\$60,000,000	\$0	\$60,000,000								TBD
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	2030	TxDOT proposing to reduce Category 4 funding and transfer to TIP 55302/CSJ 0013-08-147 due to anticipated cost savings on this project	\$21,200,000 \$50,000,000	\$21,200,000			\$34,717,812	\$21,200,000					62.40	
21019	0080-07-102 0000-07-099	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 September 2029	2032	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); Project also has \$5,000,000 of STBG and \$4,000,000 of CMAQ funding	\$16,800,000 \$47,041,920	\$5,000,000	\$5,000,000	\$5,000,000							77.66	
<b>Total Proposed Funding - Tarrant County</b>																		<b>\$1,418,132,072</b>	
<b>Wise County Projects</b>																			
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	May August 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$6,996,908 \$6,300,000	\$6,996,908	\$6,300,000	\$6,996,908							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	May August 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$36,378,871 \$32,500,000	\$36,378,871	\$32,500,000	\$36,378,871							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	May August 2030	2030	Propose that additional Category 2 funding be partially offset by reduction on TIP 55302/CSJ 0013-08-147	\$102,338,583 \$91,400,000	\$102,338,583	\$55,500,000	\$102,338,583							68.44	

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
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	2030	<a href="#">Propose to remove Category 2 funding and transfer to TIP 13004.1/CSJ 2418-01-013, TIP 13004.2/CSJ 0013-07-083, TIP 13004.3/CSJ 0013-09-012, and TIP 13063/CSJ 0014-15-078 due to cost savings on this project; TxDOT proposing that additional Category 4 funding be offset by a reduction on TIP 53074/CSJ 0014-15-087</a>	<del>\$56,800,000</del> \$84,682,188	\$56,800,000	\$41,400,000	\$0	\$43,282,188	\$56,800,000					61.99
<b>Total Proposed Funding - Wise County</b>																	<b>\$202,514,362</b>	
<b>Various County Projects</b>																		
11619.2	0902-00-379	VA	<a href="#">Regional Mobility Assistance Patrol (Fort Worth District)</a>	<a href="#">Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</a>	<a href="#">September 2027</a>	2028	<a href="#">Includes \$3,087,524 of STBG (approved through 2027-2029 M&amp;O Initiative); TxDOT requested Category 12 funding from the TTC</a>	\$4,116,699	\$1,029,175							\$0	\$1,029,175	N/A
11619.2	0902-00-380	VA	<a href="#">Regional Mobility Assistance Patrol (Fort Worth District)</a>	<a href="#">Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</a>	<a href="#">September 2028</a>	2029	<a href="#">Includes \$3,342,842 of STBG (approved through 2027-2029 M&amp;O Initiative); TxDOT requested Category 12 funding from the TTC</a>	\$4,457,123	\$1,114,281							\$0	\$1,114,281	N/A
11619.2	0902-00-420	VA	<a href="#">Regional Mobility Assistance Patrol (Fort Worth District)</a>	<a href="#">Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</a>	<a href="#">September 2029</a>	2030	<a href="#">Includes \$3,468,636 of STBG (approved through 2027-2029 M&amp;O Initiative); TxDOT requested Category 12 funding from the TTC</a>	\$4,624,848	\$1,156,212							\$0	\$1,156,212	N/A
<b>Total Proposed Funding - Various County</b>																	<b>\$3,299,668</b>	
<b>Total Category 2, 4, and 12 Funding</b>									\$2,288,310,544	\$757,246,450	\$755,831,755	\$587,679,121	\$587,679,121	\$378,000,000	\$378,000,000	\$171,000,000	\$566,799,668	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$755,831,755	\$587,679,121	\$944,799,668
<b>Total</b>	<b>\$755,831,755</b>	<b>\$587,679,121</b>	<b>\$944,799,668</b>

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects  
FY2027 - FY2036**

**DRAFT**

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
<b>Hunt County Projects</b>																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Reconstruct and widen 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	September 2029 <del>October 2027</del>	2030 <del>2028</del>	Hunt County is doing environmental clearance	<del>\$42,289,915</del> \$43,856,208	\$38,000,000	\$38,000,000	\$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Reconstruct and widen 2 lane to 4 lane divided roadway (South Project)	September 2029 <del>October 2027</del>	2030 <del>2028</del>		\$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 2029	2030	TxDOT requested additional Category 12 funding through the 2027 UTP	\$191,077,617	\$191,077,617	\$26,500,000	\$26,500,000	\$0	\$1,900,000	\$96,077,618	\$162,677,617	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; Insufficient funding for this project at this time	\$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; Insufficient funding for this project at this time	\$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; Insufficient funding for this project at this time	\$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	<del>\$672,000</del> \$2,100,000	\$600,000	\$600,000	\$600,000					65.49
									<b>Total Proposed Funding - Hunt County</b>							<b>\$261,577,617</b>
<b>Total Category 2, 4, and 12 Funding</b>									\$261,577,617	\$97,000,000	\$97,000,000	\$0	\$1,900,000	\$96,077,618	\$162,677,617	

Future Project Lettings (FY 2027-FY 2036)			
	Category 2	Category 4	Category 12
2027-2036	\$97,000,000	\$1,900,000	\$162,677,617
<b>Total</b>	<b>\$97,000,000</b>	<b>\$1,900,000</b>	<b>\$162,677,617</b>

Amounts only include Cat 2, 4, 12 funds  
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Collin County Projects</b>													
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	Project also had \$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 \$9,536,315 of 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 \$5,436,455 of Category 1 and \$9,228,407 of Category 11 COCO 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 \$4,500,000 of 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		
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	December 2024 (Actual)	2025		\$38,799,849	\$38,799,849	\$38,799,849			
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	December 2024 (Actual)	2025		\$36,131,076	\$36,131,076	\$36,131,076			
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 \$371,537 of Collin County funds	\$39,271,527	\$39,479,990		\$39,479,990		
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	December 2024 (Actual)	2025		\$18,634,223	\$18,634,223	\$18,634,223			
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	December 2024 (Actual)	2025	Project also has \$1,206,587 of local contribution	\$63,793,866	\$64,221,173	\$39,555,215	\$24,665,958		
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	Project completed in October 2024	\$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 covered by Category 1; Project completed in May 2025	\$33,380,213	\$33,380,213	\$33,380,213			

**ELECTRONIC ITEM 8.3**

Amounts only include Category 2, 4, 12 funding.

Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
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 had \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding; Project completed in February 2025	\$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	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025	Project also has \$11,000,000 of Collin County funds	\$74,514,878	\$65,091,878	\$24,189,901	\$40,901,977		
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025		\$55,336,709	\$55,614,998	\$55,614,998			
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	March 2025 (Actual)	2025		\$11,561,158	\$11,561,158	\$11,561,158			
N/A	<del>1012-02-030</del>	<del>FM 545</del>	<del>FM 2933 to BS-78D</del>	<del>Realign existing roadway to improve horizontal and vertical alignment and add shoulders</del>	<del>N/A</del>	<del>N/A</del>	<del>Category 4 funding previously moved to CSJs 0047-04-031, which was ready to advance sooner, and CSJ 1012-03-043, which was funded outside of the 10-Year Plan; Entry is only for environmental clearance (received June 2019)</del>	<del>N/A</del>	<del>N/A</del>				
55287	<del>0047-10-002</del>	<del>Spur 399</del>	<del>SH 5 to US 380</del>	<del>SH 5 to Stewart Rd: 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 discontinuous frontage roads</del>	<del>N/A</del>	<del>N/A</del>	<del>Entry is only for environmental clearance (received March 2023); Construction is being funded under breakout projects</del>	<del>N/A</del>	<del>N/A</del>				
13070	<del>0135-15-002</del>	<del>US 380</del>	<del>JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)</del>	<del>Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads</del>	<del>N/A</del>	<del>N/A</del>	<del>Entry is only for environmental clearance (received September 2023); Construction is being funded under breakout projects</del>	<del>N/A</del>	<del>N/A</del>				
55283	<del>0135-03-056</del>	<del>US 380</del>	<del>FM 1827 to JCT US 380/West Princeton Drive</del>	<del>Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads</del>	<del>N/A</del>	<del>N/A</del>	<del>Entry is only for environmental clearance (received December 2024); Construction is being funded under breakout projects</del>	<del>N/A</del>	<del>N/A</del>				
55284	<del>0135-16-002</del>	<del>US 380</del>	<del>JCT US 380/West Princeton Drive to JCT US 380/East Princeton Drive</del>	<del>Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads</del>	<del>N/A</del>	<del>N/A</del>	<del>Entry is only for environmental clearance (received December 2024); Construction is being funded under breakout projects</del>	<del>N/A</del>	<del>N/A</del>				
N/A	<del>N/A</del>	<del>North/South Roadways</del>	<del>West and East of Lake Lavon</del>		<del>N/A</del>	<del>N/A</del>	<del>Entry is for preliminary engineering/environmental clearance only; Feasibility study being done by NCTCOG; Funding previously moved to breakout project CSJ 0135-04-036</del>	<del>N/A</del>	<del>N/A</del>				
N/A	<del>N/A</del>	<del>Regional Outer Loop</del>	<del>DNT to SH 121</del>		<del>N/A</del>	<del>N/A</del>	<del>Entry is for preliminary engineering/environmental clearance only; 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</del>	<del>N/A</del>	<del>N/A</del>				

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line: North/South Arterial		N/A	N/A	Entry is for preliminary engineering/environmental clearance only; Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	N/A	N/A				
<b>Total Approved Funding - Collin County</b>													<b>\$659,851,685</b>
<b>Dallas County Projects</b>													
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; <b>Project completed in December 2025</b>	\$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	Change orders covered by Category 11; Project completed in August 2022	\$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 had \$5,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	\$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 had \$3,500,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	\$13,601,005	\$21,128,162	\$7,827,157		\$13,301,005	
13030	0009-11-254	IH 30	IH 35E to IH 45	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	February 2025 (Actual)	2025	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	\$831,505,327	\$666,188,075	\$450,709,923	\$93,939,810	\$85,000,000	\$36,538,342
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			
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	February 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ and \$100,000 of STBG funding	\$16,449,139	\$9,567,743	\$9,567,743			

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
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 had \$395,464 of Category 1 funding; <b>Project completed in September 2025</b>	\$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			
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	Project also has \$25,000,000 CMAQ, \$92,752,017 STBG, \$7,014,863 Category 11, and \$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	Project also has \$7,142,858 STBG and \$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	Project also has \$25,000,000 STBG and \$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	Change orders covered by Category 1; Project completed in April 2021	\$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	Project also had \$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	Project also had \$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 had \$37,748,649 of Category 1 funding; Change orders covered by Category 12; <b>Project completed in July 2025</b>	\$222,203,919	\$156,607,670			\$156,607,670	

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FY2017 - FY2026**

**DRAFT**

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
54119.1	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 had \$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; <b>Project completed in September 2025</b>	\$24,307,399	\$0	\$0			
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 had \$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; <b>Project completed in September 2025</b>	\$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 were used to cover change orders; <b>Project completed in July 2025</b>	\$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
<del>55014.2</del>	<del>0261-02-081</del>	<del>US 67</del>	<del>At Lake Ridge Parkway</del>	<del>Construct interchange</del>	<del>March 2026 (Actual) 2027</del>	<del>2026 2027</del>		<del>\$26,514,888</del>	<del>\$31,790,409</del>	<del>\$31,790,409</del>			
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	Remaining costs were covered by Category 1 funding; Project completed in December 2021	\$1,007,339	\$907,339	\$907,339			
<b>Total Approved Funding - Dallas County</b>													<b>\$3,599,231,183</b>
<b>Denton County Projects</b>													
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 had \$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

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	August 2025 <i>(Actual)</i>	2025		\$128,704,134	\$175,274,675				\$175,274,675
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 <i>(Actual)</i>	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
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 <i>(Actual)</i>	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 <i>(Actual)</i>	2023	Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution from the City of Lewisville	\$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 <i>(Actual)</i>	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
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 <i>(Actual)</i>	2025	Denton Priority Project #4; Project also has \$5,800,085 of local funds from City of Lewisville for aesthetic improvements	\$100,994,633	\$95,194,548	\$95,194,548			
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 <i>(Actual)</i>	2025	Denton Priority Project #5; Project also has \$4,161,470 of local funds from City of Lewisville for aesthetic improvements	\$110,371,467	\$108,080,131	\$108,080,131			
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	June 2025 <i>(Actual)</i>	2025		\$123,539,232	\$125,307,232	\$125,307,232	\$0		
<i>20115</i>	<i>0081-03-047</i>	<i>US 377</i>	<i>South of FM 1171 to Crawford Road</i>	<i>Reconstruct and widen roadway from 2 lane to 4 lane with new sidewalks, turn lanes, a Texas U-turn, new signal installation with retiming, and a grade separation</i>	<i>May 2026 (Actual)</i>	<i>2026</i>	<i>MPO Milestone Policy Project; Project also has \$6,108,525 of CMAQ funding</i>	<i>\$117,591,801</i>	<i>\$166,862,033</i>	<i>\$73,973,599</i>	<i>\$92,888,434</i>		
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 <i>(Actual)</i>	2018	Project also had \$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 <i>(Actual)</i>	2020	Project also had \$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 <i>(Actual)</i>	2018	Project also had \$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 <i>(Actual)</i>	2020	Also had \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding was required for additional bicycle/pedestrian scope items that TxDOT did not fund; Project completed in August 2024	\$20,616,737	\$17,839,014	\$17,839,014			

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FY2017 - FY2026**

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
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	Project also has \$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			
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received October 2019) and right-of-way acquisition; Construction is being funded under breakout projects	N/A	N/A				
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received June 2020); Construction is being funded under breakout projects	N/A	N/A				
<b>Total Approved Funding - Denton County</b>													<b>\$1,544,836,089</b>
<b>Ellis County Projects</b>													
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 had \$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 had \$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 had \$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; <b>Project completed in September 2025</b>	\$4,690,541	\$0	\$0			

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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 had \$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; <b>Project completed in September 2025</b>	\$5,034,801	\$0	\$0			
<del>13076</del>	<del>2921-01-010</del>	<del>Spur 394</del>	<del>IH 35E to FM 877</del>	<del>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</del>	<del>February 2026 (Actual) June 2028</del>	<del>2026 2028</del>	<del>Project in proximity to future Waxahachie ISD high school; Project also has \$5,350,240 of CMAQ funding and \$15,000,000 of STBG</del>	<del>\$18,932,077</del>	<del>\$16,508,462</del>	<del>\$16,508,462</del>			
<del>55014</del>	<del>0261-01-041</del>	<del>US 67</del>	<del>At Lake Ridge Parkway</del>	<del>Construct interchange</del>	<del>March 2026 (Actual) 2027</del>	<del>2026 2027</del>	<del>Related to TIP 55014.2/CSJ 0261-02-081</del>	<del>\$37,963,186</del>	<del>\$49,310,617</del>	<del>\$49,310,617</del>			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2019 (Actual)	2019	Project also had \$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		
<b>Total Approved Funding - Ellis County</b>													<b>\$250,947,010</b>
<b>Kaufman County Projects</b>													
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; \$1,792,634 of 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		
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	March 2025 (Actual)	2025		\$80,359,417	\$81,127,417	\$81,127,417			
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 1 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 also had \$253,983 of Category 11 funding; Project completed in September 2023	\$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 had \$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			
<b>Total Approved Funding - Kaufman County</b>													<b>\$261,325,299</b>

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FY2017 - FY2026**

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TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
<b>Rockwall County Projects</b>													
<del>83221</del>	<del>1015-01-024</del>	<del>FM 549</del>	<del>SH 205 to SH 276</del>	<del>Reconstruct and widen 2 lane to 4 lane roadway with new shared use path and intersection improvements</del>	<del>February 2026 (Actual) August 2027</del>	<del>2026 2027</del>	<del>Project also has \$5,987,882 of CMAQ funding</del>	<del>\$29,962,034</del>	<del>\$46,491,402</del>		<del>\$46,491,402</del>		
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 had \$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 had \$1,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Project also had \$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			
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 used to cover overruns; Project completed in February 2021	\$719,165	\$719,165	\$719,165			
<b>Total Approved Funding - Rockwall County</b>												<b>\$685,278,623</b>	

Amounts only include Category 2, 4, 12 funding.  
Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Various County Projects</b>													
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; Project completed in January 2024	\$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; <b>Project completed in June 2025</b>	\$5,270,400	\$2,013,000				\$2,013,000
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	June 2025 (Actual)	2025	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$2,331,000				\$2,331,000
									<b>Total Approved Funding - Various County</b>				<b>\$6,040,500</b>
<b>Total Category 2, 4, and 12 Funding</b>									\$7,007,510,389	\$3,212,915,346	\$1,490,289,787	\$1,712,117,895	\$592,187,361

<b>Project Lettings</b>			
	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
2026	\$171,583,087	\$139,379,836	\$0
<b>Total</b>	<b>\$3,212,915,346</b>	<b>\$1,490,289,787</b>	<b>\$2,304,305,256</b>

Amounts only include Category 2, 4, 12 funding.

Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Denton County Projects</b>													
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 had \$4,971,784 of CMAQ funding; Work was completed under TIP 54088/CSJ 3559-02-007, which was completed in March 2024	\$1,000,000	\$0				\$0
<b>Total Approved Funding - Denton County</b>													<b>\$0</b>
<b>Hood County Projects</b>													
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 FWW and SH 171	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 also had \$11,000,000 in local funding from Hood County; Project completed in November 2024	\$46,969,449	\$0	\$0			
<b>Total Approved Funding - Hood County</b>													<b>\$0</b>
<b>Johnson County Projects</b>													
<u>13040</u>	<u>0747-05-043</u>	<u>FM 157</u>	<u>Main Street from 8th Street to North of County Road 108B</u>	<u>Rehab 2 lane to 2 lane roadway with sidewalks and turn lanes</u>	<u>May 2026 (Actual) December 2025</u>	2026	<u>Project split out from TIP 13041/CSJ 0747-05-042</u>	<u>\$2,625,530</u>	<u>\$3,567,899</u> <del>\$2,000,000</del>	<u>\$3,567,899</u> <del>\$2,000,000</del>			
<u>13040.1</u>	<u>0747-08-002</u>	<u>FM 157</u>	<u>Main Street from 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>May 2026 (Actual) December 2025</u>	2026	<u>Project split out from TIP 13040/CSJ 0747-05-043</u>	<u>\$5,059,581</u>	<u>\$6,424,015</u> <del>\$8,400,000</del>	<u>\$6,424,015</u> <del>\$8,400,000</del>			
<u>13041</u>	<u>0747-05-042</u>	<u>FM 157</u>	<u>US 67 to 8th Street</u>	<u>Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes</u>	<u>May 2026 (Actual) December 2025</u>	2026		<u>\$9,493,380</u>	<u>\$9,773,279</u> <del>\$9,500,000</del>	<u>\$9,773,279</u> <del>\$9,500,000</del>			
<u>13046</u>	<u>0014-03-088</u>	<u>IH 35W</u>	<u>Bethesda Rd to Asher Rd</u>	<u>Reconstruct interchange at FM 917</u>	<u>July August 2026</u>	2026		<u>TBD</u>	<u>\$84,000,000</u>		<u>\$84,000,000</u>		
<u>14063</u>	<u>0019-01-146</u>	<u>SH 174</u>	<u>North of Elk Drive to Wicker Hill Road</u>	<u>Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks</u>	<u>June March 2026</u>	2026	<u>Part of the 2022 SE Connector Category 2/STBG exchange: \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding and \$22,179,782 of STBG funding</u>	<u>TBD</u>	<u>\$6,510,000</u>	<u>\$6,510,000</u>			
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; <u>Project completed in April 2026</u>	\$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 had \$10,750,000 of Category 12 (425) funds; <u>Project completed in January 2026</u>	\$13,744,381	\$3,950,000	\$3,950,000			
<b>Total Approved Funding - Johnson County</b>													<b>\$114,225,193</b>

Amounts only include Category 2, 4, 12 funding.

Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Parker County Projects</b>													
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 had \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns were covered with Category 1 funds; Project completed in January 2024	\$21,057,907	\$12,000,000	\$12,000,000			
<del>14042</del>	<del>0717-01-025</del>	<del>FM 113</del>	<del>Old Millsap Road to North of Old Millsap Road</del>	<del>Realign FM 113 (2 to 2 lanes)</del>	<del>September 2025 (Actual)</del>	<del>2026</del>	<del>Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,400,000 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)</del>	<del>\$1,351,259</del>	<del>\$600,000</del>	<del>\$600,000</del>			
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		
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	Project also has \$500,000 of Category 7 funds to cover change order for IH 30 at future UTA West campus deceleration ramp	\$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		
<b>Total Approved Funding - Parker County</b>											<b>\$165,893,108</b>		
<b>Tarrant County Projects</b>													
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; <b>Project completed in April 2026</b>	\$48,600,000	\$0	\$0			
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <del>\$3,062,272</del> <del>\$3,000,000</del> of CMAQ funding	\$6,426,835	\$3,364,563	\$3,364,563			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	May 2023 (Actual)	2023		\$26,105,384	\$26,515,384	\$6,875,000	\$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2020 (Actual)	2020	Project completed in February 2025	\$20,961,182	\$23,000,000		\$23,000,000		

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
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			
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; <del>Project completed in April 2026</del>	\$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 had \$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 had \$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 Bridge 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		

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FY2017 - FY2026**

**DRAFT**

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
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			
<del>11572</del>	<del>0902-48-579</del>	<del>US 81/US 287</del>	<del>at FM 3479/Harmon Rd/North Tarrant Parkway</del>	<del>Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81</del>	<del>August 2026</del>	<del>2026</del>	<del>MPO Milestone Policy Project (letting deadline of end of CY2026; Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$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).</del>	<del>TBD</del>	<del>\$23,402,377</del>	<del>\$23,402,377</del>			
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	2026	MPO Milestone Policy Project (letting deadline of end of CY2026); Project also has \$6,016,331 of STBG funding	TBD	\$4,783,669	\$4,783,669			
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	2026	MPO Milestone Policy Project (letting deadline of end of CY2026); Project also has \$7,227,821 of STBG funding	TBD	\$11,838,179	\$11,838,179			
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	2026	MPO Milestone Policy Project (letting deadline of end of CY2026)	TBD	\$1,838,179	\$1,838,179			
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	2026	MPO Milestone Policy Project (letting deadline of end of CY2026)	TBD	\$18,856,480	\$18,856,480			
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 had \$1,000,000 of Category 1 funds; <del>Project completed in April 2026</del>	\$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 has \$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 has \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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 has \$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 has \$97,873,821 of STBG funding and \$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 has \$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			
<b>Total Approved Funding - Tarrant County</b>													<b>\$2,813,744,955</b>
<b>Wise County Projects</b>													
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			
<b>Total Approved Funding - Wise County</b>													<b>\$26,000,000</b>

Amounts only include Category 2, 4, 12 funding.

Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Various County Projects</b>													
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; <b>Project completed in August 2023</b>	\$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; <b>Project completed in August 2024</b>	\$7,812,000	\$1,775,000				\$1,775,000
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2024 (Actual)	2025	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	\$4,168,462	\$900,000				\$900,000
									<b>Total Approved Funding - Various County</b>				<b>\$3,487,500</b>
<b>Total Category 2, 4, and 12 Funding</b>									\$3,123,350,756	\$1,415,998,953	\$687,825,954	\$849,602,000	\$169,923,849

<b>Project Lettings</b>			
	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
2026	\$87,594,077	\$84,000,000	\$0
<b>Total</b>	<b>\$1,415,998,953</b>	<b>\$687,825,954</b>	<b>\$1,019,525,849</b>

Amounts only include Category 2, 4, 12 funding.

Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects  
FY2017 - FY2026**

**DRAFT**

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
<b>Hunt County Projects</b>												
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		
									<b>Total Approved Funding</b>			<b>\$336,073,705</b>
<b>Total Category 2, 4, and 12 Funding</b>									\$336,073,705	\$139,895,833	\$18,373,452	\$177,804,420

<b>Project Lettings</b>			
	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
2026	\$0	\$0	\$0
<b>Total</b>	<b>\$139,895,833</b>	<b>\$18,373,452</b>	<b>\$177,804,420</b>

Amounts only include Category 2, 4, 12 funding.  
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting



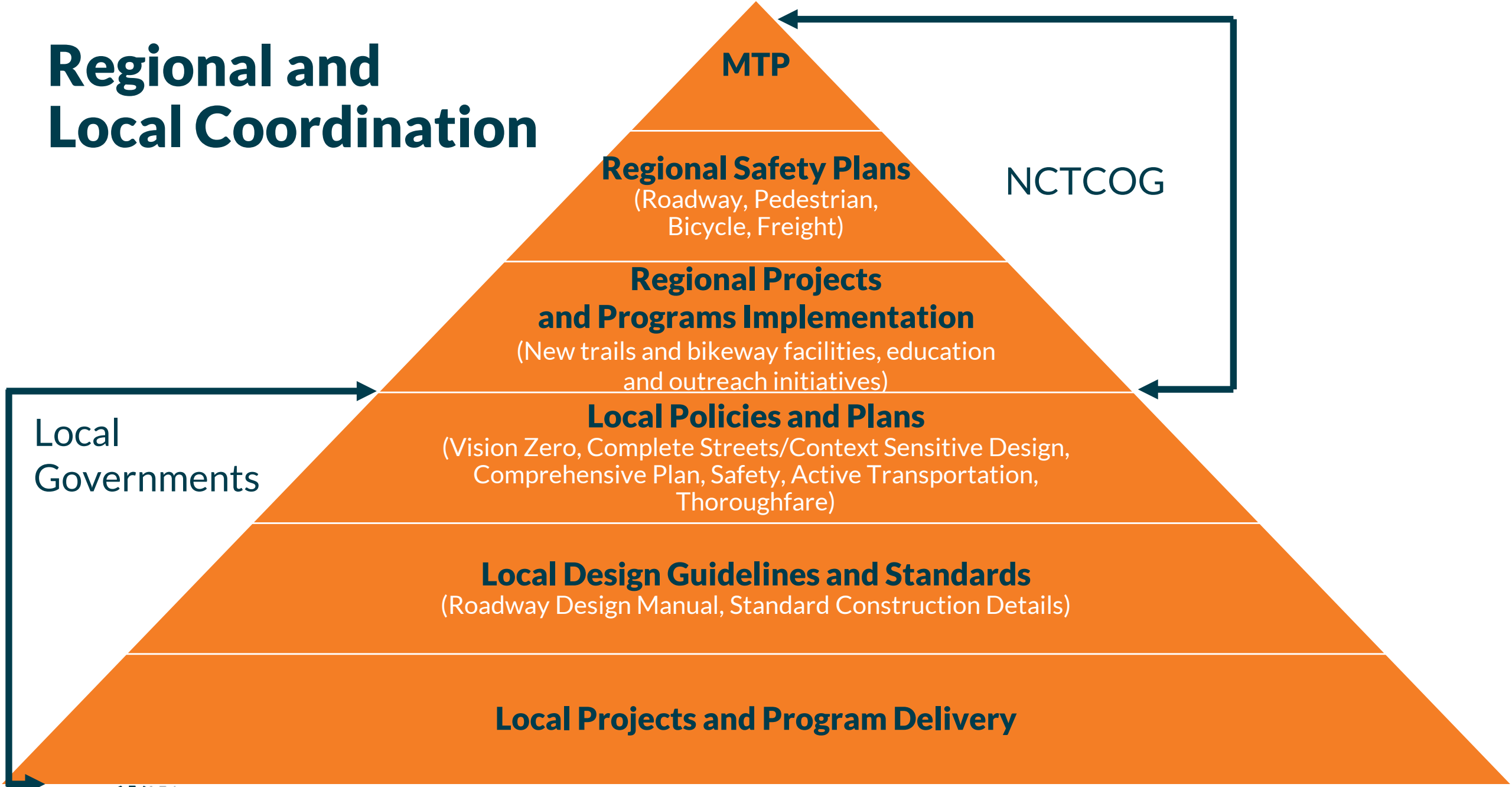
NCTCOG PRESENTATION

# REGIONAL BICYCLE SAFETY ACTION PLAN

CATHERINE RICHARDSON | STTC | 05.22.2026

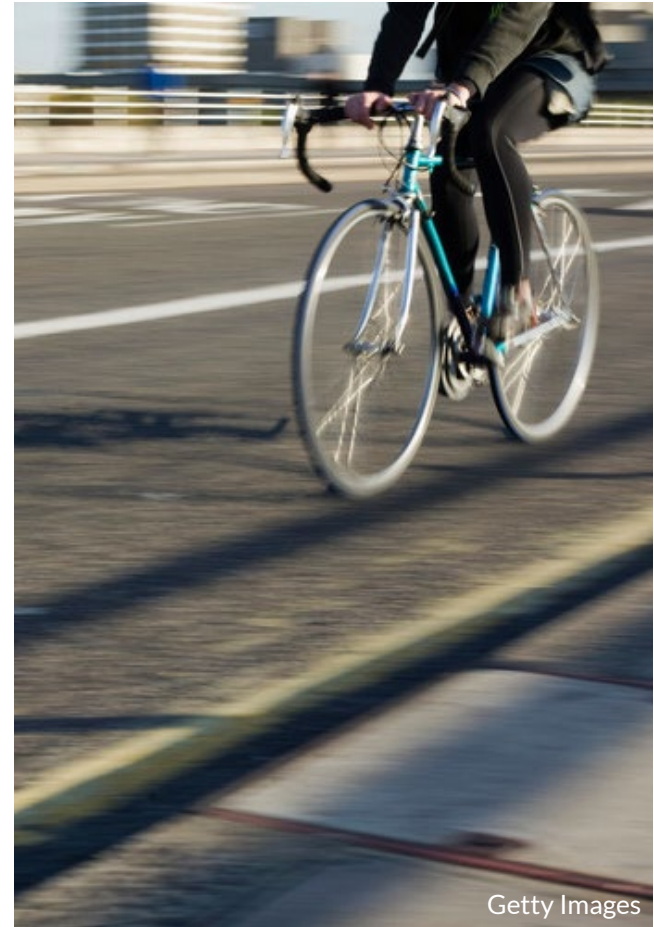
**LOOK OUT  
TEXANS**  
BIKE WALK DRIVE SAFELY  
[LookOutTexans.org](http://LookOutTexans.org)

# Regional and Local Coordination



# Purpose of the Plan

- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
  - Priority Emphasis Areas
  - Priority Bicycle Safety Corridors
  - Priority Bicycle Safety Intersections



# State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

*“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”*

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

*“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”*

Approved by the Texas Transportation Commission on May 30, 2019



# Planning Process

## Robust, grass roots engagement (February – November 2025)

- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events
- Regional opinion survey

## Data-driven approach

- Targeted and systemic crash analysis
- Contributing factors for crashes



# Bicyclist Crash Data Overview

TxDOT Crash Records Information System

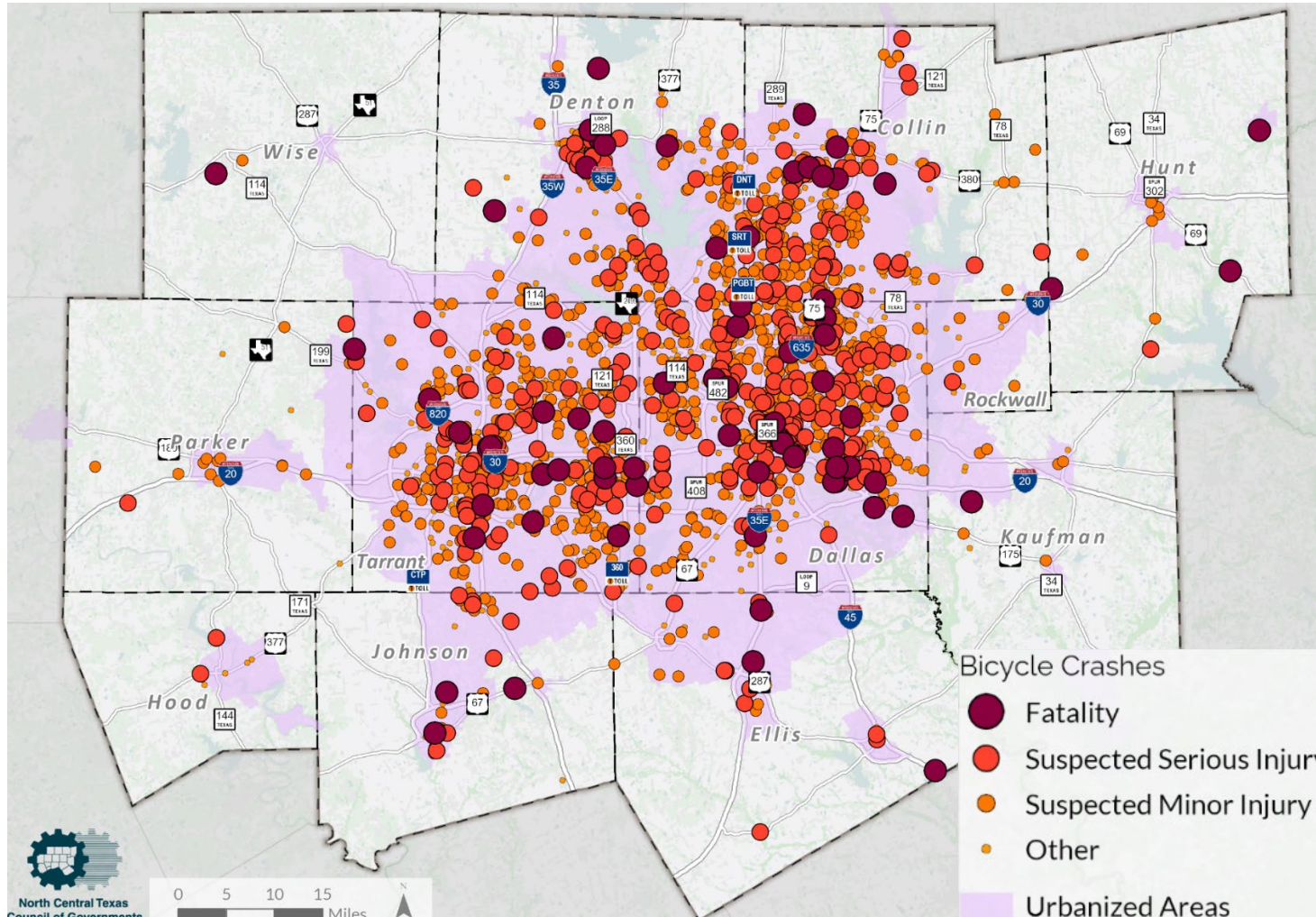
A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

*“any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.”*

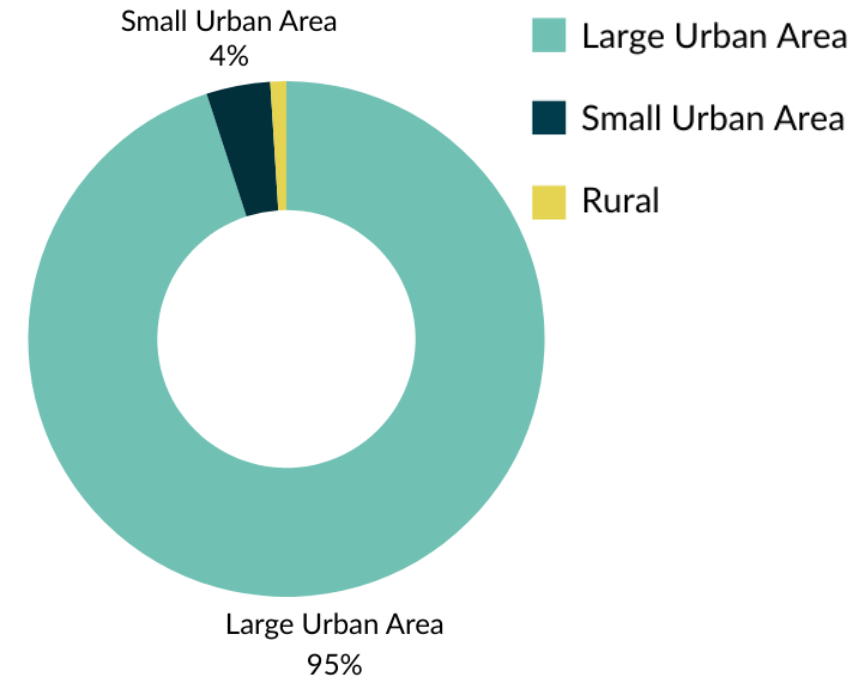
*Note: Data does not include scooters or other forms of micromobility devices*



# Bicyclist Crashes in the MPA (2019 - 2023)



**99%** of all reported bicycle crashes occur in urbanized areas of the region



# Bicyclist Crash Data Statistics (2019 - 2023)

**2,471**

**TOTAL BICYCLE  
CRASHES IN the MPA from  
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**73**

**TOTAL BICYCLIST  
FATALITIES OCCURRED  
REGION WIDE from  
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**86%**

**of All Fatal &  
Serious Injuries  
Involved**

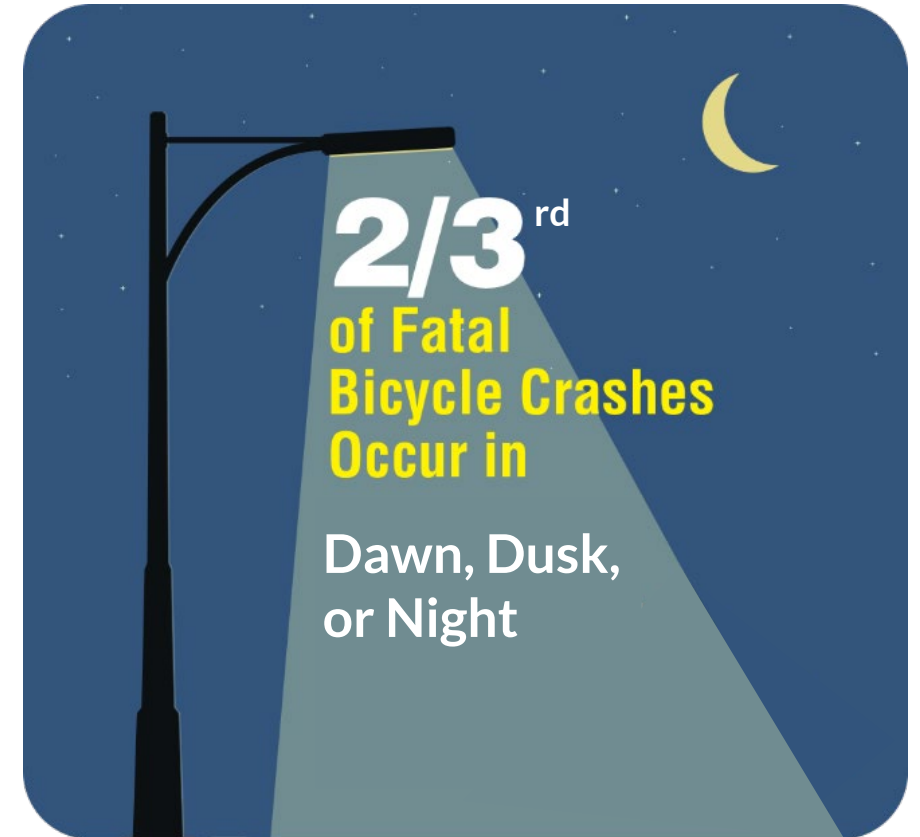
**MALES**



Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**81%** of bicyclists  
killed were not wearing  
**HELMETS.**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for  
MPA region from 2019-2023



# Bicyclist Crash Locations (2019 - 2023)

**74%**

of all bicycle crashes  
occurred at

**INTERSECTIONS**

*Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023*



NCTCOG



# Bicyclist Crash Locations (2019 - 2023)

In Proximity to Schools and Transit

**90%**

of bicyclist  
crashes  
occur within



**1 MILE**

of a school

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

Over

**1/3<sup>rd</sup>**



**OF BICYCLE CRASHES OCCUR  
WITHIN A 2-MILE RADIUS OF A  
RAIL STATION**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from  
2019-20123



# Bicyclist Crash Locations (2019 - 2023)



NCTCOG

Only 1% of all reported bicyclist crashes in the region occur on an existing bicycle facility at a non-intersection location.



Chicago Cycling Strategy



# Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

## Stakeholder Engagement

- Included city and transportation planning staff, health agencies, transit agencies, and bicycling advocates
- Assisted in developing goals, priority areas, and action items
- 2 stakeholder meetings (March 2025 – July 2025)
- 6 meetings of the regional Bicycle and Pedestrian Advisory Committee and Regional Safety Advisory Committee
- 20 individual meetings with local agency and TxDOT staff

## Public Engagement

- 14 outreach events
- 2 local bicycle group meetings
- Chamber of Commerce Transportation Committee meeting
- Institute of Transportation Engineers meeting
- Distributed bicycle safety materials
- 718 Map Your Experience comments (2020 – 2025)
- Regional bicycle safety survey

## Bicycle Safety Survey

- Over 1,600 participants
- Administered online in English and Spanish via PublicInput.com
- Surveyed both safety-related challenges and solutions to implement
- Promoted through social media platforms, local publications, library table tents, and outreach events



# Regional Bicycle Safety Survey Results

## Focus of Questions:

- 🚲 Frequency of bicycling
- 🚲 Perceptions of safety
- 🚲 Obstacles to bicycling more often
- 🚲 Barriers to safe bicycling



## Key Findings:

- **87%** of respondents are interested in bicycling more than they do now.
- **52%** of respondents cited safety concerns as their primary reason for not bicycling more often.
- **The top three bicycle safety countermeasures** selected by respondents are focused on the need to construct new or upgraded bicycle facilities.



# Goals



**Eliminate all serious injury and fatal bicyclist crashes across the region by 2050**



**Address critical bicycle safety needs in priority locations**



**Enhance safe connections to daily destinations**



**Balance the safety and needs of all roadway users**



**Develop a culture of safety**



# Guiding Principles for a Culture of Safety

## Design for All Ages and Abilities



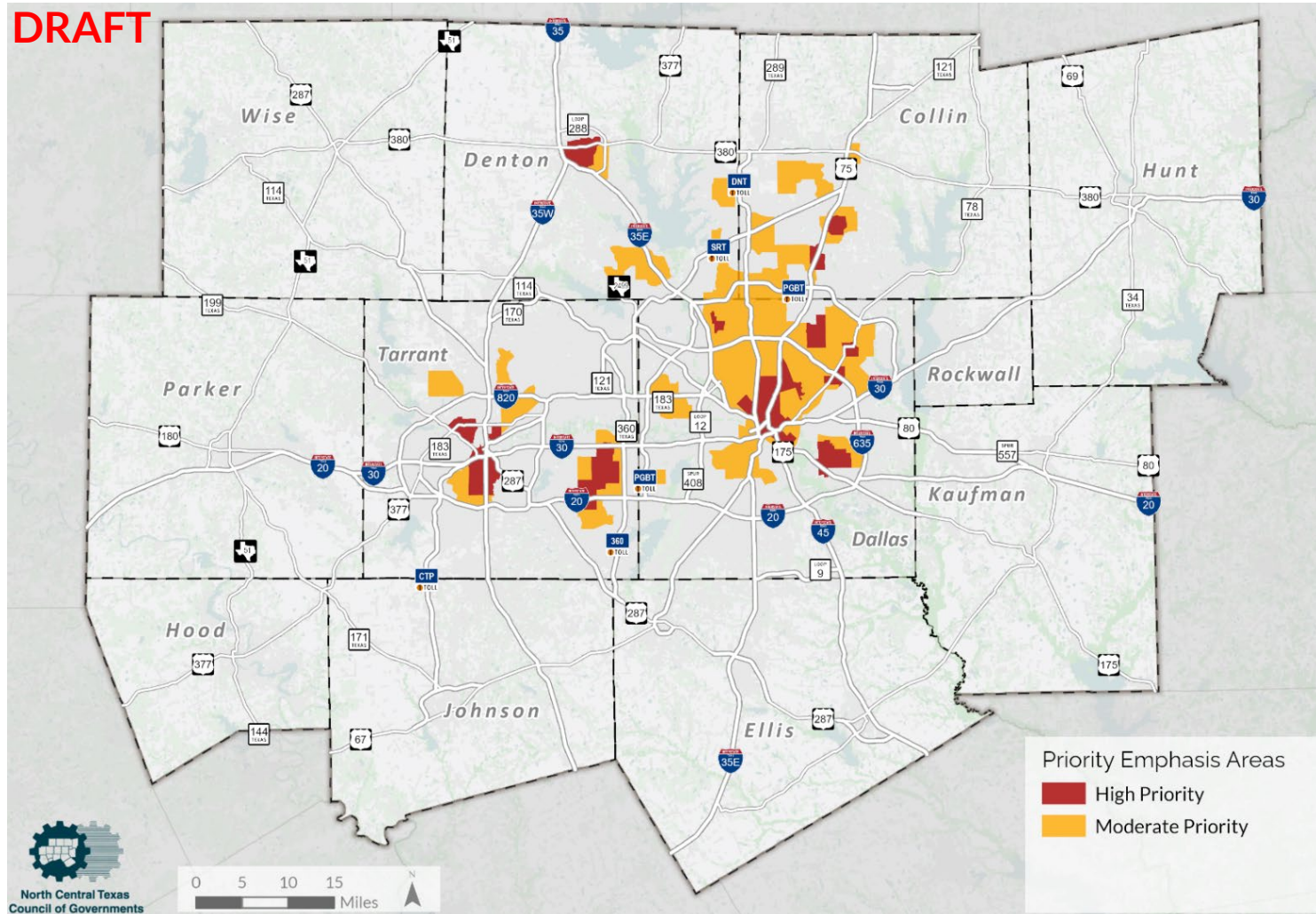
Texas Roadway Design Manual

## Apply the Safe System Approach



# Priority Emphasis Areas

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## Legend

**High Priority Emphasis Area**

 Average of 6 crashes per square mile

**Moderate Priority Emphasis Area**

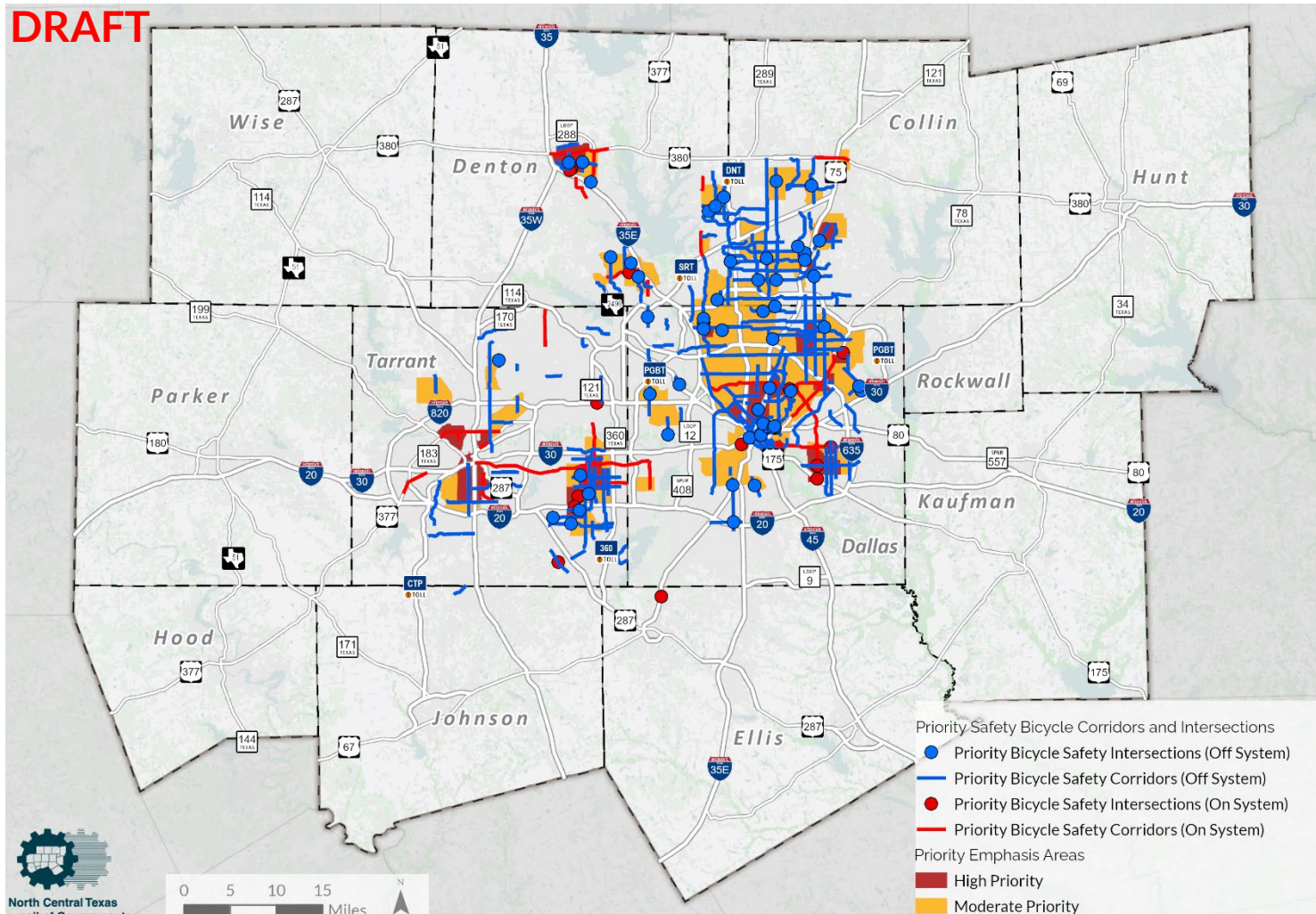
 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes
High	2.6%	21%
Moderate	9.0%	34%
<b>Total</b>	<b>11.6%</b>	<b>55%</b>



# Priority Bicycle Safety Corridors and Intersections

DRAFT



Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

- High Priority
- Moderate Priority





Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Located in 37 cities across the region.



# Action Plan for Projects and Programs

Over thirty action items consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

-  **Engineering**: Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
-  **Education**: Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
-  **Enforcement**: Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating of a motor vehicle while impaired, and compliance with traffic control devices.
-  **Evaluation**: Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.



# Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
<b>Draft Plan Posted Online (<a href="http://www.nctcog.org/bikesafety">www.nctcog.org/bikesafety</a>)</b>	<b>May 1, 2026</b>
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
<b>Surface Transportation Technical Committee – Information on Draft Plan</b>	<b>May 22, 2026</b>
Regional Transportation Council – Information on Draft Plan	June 11, 2026
<b>Public Comment Form Closes</b>	<b>June 26, 2026</b>
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	July 24, 2026
Regional Transportation Council – Action to Adopt Plan	Aug 13, 2026

# Contact Us



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**Technology Project Identification (TPI) Evaluation/Scoring**

	ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Eastern Subregion 69% TT = \$6,003,000	17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,900,000	\$ 1,900,000
	22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,200,000	\$ 3,100,000
	32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,070,000	\$ 4,170,000
	20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	\$1,964,400	\$ 6,134,400
	26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	\$800,000	<b>\$ 6,934,400</b>
	31	City of Garland	Roadway Safety Technologies;	Samsara Implementation	53	\$1,800,000	\$ 8,734,400
	21	City of Farmers Branch	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Pedestrian Safety Enhancement Program – HAWK Signal Deployment	51	\$800,000	\$ 9,534,400
	8	City of Glenn Heights	Roadway Safety Technologies; Next-Generation Traffic Signals;	Bear Creek Road & Westmoreland Road Intersection Improvement	45	\$3,000,000	\$ 12,534,400
	25	City of Richardson	No Category	Traffic Signal Technology Upgrade	Ineligible	Ineligible	\$ 12,534,400

	ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Western Subregion 31% TT = \$2,697,000	18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	\$980,000	\$ 980,000
	13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington’s High-Injury Network	65	\$950,000	\$ 1,930,000
	33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	\$2,129,000	<b>\$ 4,059,000</b>
	16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals	Next Generation Smart Intersection Detection Upgrade (LiDar Deployment)	60	\$250,000	\$ 4,309,000
	28	City of Southlake	Roadway Safety Technologies;	Low-Water Crossing Flood Detection & Safety Improvements	57	\$1,830,000	\$ 6,139,000
	12	City of Arlington	No Category	Urban Air Mobility Safety Infrastructure Pilot: Hyperlocal Low-Altitude Atmospheric Monitoring in the Arlington Entertainment District	Ineligible	Ineligible	\$ 6,139,000

# Technology Project Identification (TPI) Framework CFP Updates

STTC Information  
May 22, 2026



# BACKGROUND

The **Technology and Innovation Program** advances regional deployment of emerging transportation technologies that enhance **safety, efficiency, and connectivity**.

To better align project selection with regional priorities and streamline implementation, staff developed a new **Technology Project Identification (TPI) Framework** that establishes a **criteria-based process** for agencies to submit, evaluate, and advance innovative transportation concepts as they arise.

This modernized process promotes collaboration and ensures that regional funding is directed toward projects with measurable benefits and readiness for implementation.



# TECHNOLOGY PROJECT IDENTIFICATION (TPI) PROCESS

The purpose of TPI is to advance technology-driven transportation solutions across the region.

**Phase 1. Call For Projects issued to Public Agencies:**

Submission period Jan 9 - April 10.

**Phase 2. Review & Evaluation:**

Projects evaluated and scored based innovation, regional impact, and partnerships.

**Phase 3. Regional Procurement (Next Step):**

Recommended projects advance to procurement.



# FUNDING AVAILABLE

## Technology and Innovation

\$8,700,000 Surface Transportation Block Grant Program (STBG)

### Funding Split:

69% Eastern Sub-Region = \$6,003,000

31% Western Sub-Region = \$2,697,000

Local Match – Transportation Development Credits



# REVIEW & SCORING PROCESS

Criteria	Description	Score
Innovative approach to solve a transportation need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth	50%
Strong Case for Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions	40%
Public/Private sector partnership	Involves coordinating between public/private partner to enhance regional value	10%
	<b>Total Score</b>	100%

## Staff completed:

1. Eligibility screening
2. Review for program alignment
3. Scoring of all submissions based on criteria



# EMPHASIS AREAS

## Roadway Safety Technologies

- Deploying advanced tools to improve road safety.

## Next-Gen Traffic Signals

- Improving traffic flow and safety through smart signal systems.

## Food Desert Elimination

- Supporting access to fresh food through innovative mobility solutions.

## Delivery Bots & Drones

- Enhancing last-mile delivery with autonomous technologies.

## Autonomous Shuttles

- Expanding mobility options with low-speed, AV services.



# RECOMMENDED PROJECTS

	ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Eastern Subregion 69% TT = \$6,003,000	17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,900,000	\$1,900,000
	22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,200,000	\$3,100,000
	32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,070,000	\$4,170,000
	20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	\$1,964,400	\$6,134,400
	26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	\$800,000	<b>\$6,934,400</b>
	31	City of Garland	Roadway Safety Technologies;	Samsara Implementation	53	\$1,800,000	\$8,734,400
	21	City of Farmers Branch	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Pedestrian Safety Enhancement Program – HAWK Signal Deployment	51	\$800,000	\$9,534,400
	8	City of Glenn Heights	Roadway Safety Technologies; Next-Generation Traffic Signals;	Bear Creek Road & Westmoreland Road Intersection Improvement	45	\$3,000,000	\$12,534,400
	25	City of Richardson	No Category	Traffic Signal Technology Upgrade	Ineligible	Ineligible	Ineligible



# RECOMMENDED PROJECTS

		ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Western Subregion 31%	TT = \$2,697,000	18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	\$980,000	\$980,000
		13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington's High-Injury Network	65	\$950,000	\$1,930,000
		33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	\$2,129,000	\$4,059,000
		16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals	Next Generation Smart Intersection Detection Upgrade (LiDar Deployment)	60	\$250,000	<b>\$4,309,000</b>
		28	City of Southlake	Roadway Safety Technologies;	Low-Water Crossing Flood Detection & Safety Improvements	57	\$1,830,000	\$6,139,000
		12	City of Arlington	No Category	Urban Air Mobility Safety Infrastructure Pilot: Hyperlocal Low-Altitude Atmospheric Monitoring in the Arlington Entertainment District	Ineligible	Ineligible	Ineligible



# ADDITIONAL FUNDING REQUEST

	Available Funding	Recommended Funding	Additional Funding Request
Eastern Subregion	\$6,003,000	\$6,934,400	\$931,400
Western Subregion	\$2,697,000	\$4,309,000	\$1,612,000
Total Funding	\$8,700,000	\$11,243,400	\$2,543,400



# NEXT STEPS

- Recommendations to **committees**
- Incorporate **feedback** and finalize **approvals**
- Coordinate with selected agencies on scope and readiness
- Initiate **NCTCOG-led** procurement process

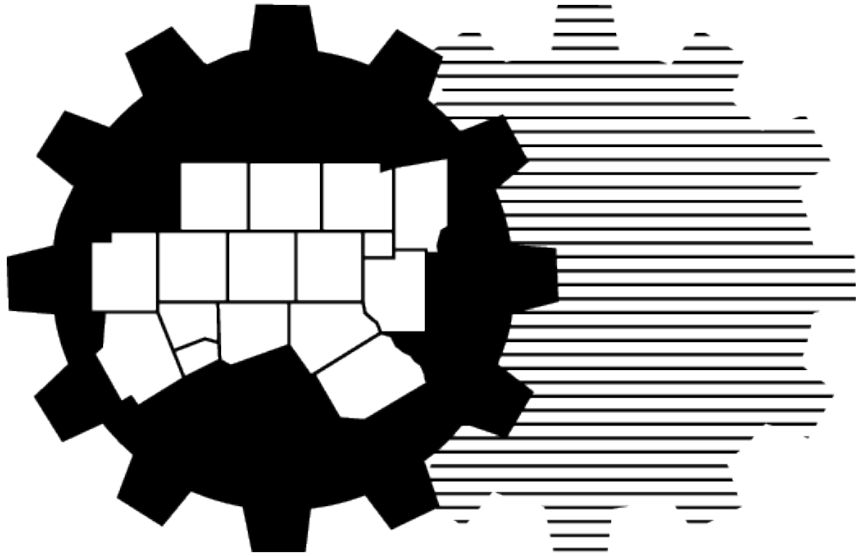


# SCHEDULE

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
December 5, 2025	STTC Action
December 11, 2025	RTC Information
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
February 2, 2026	CFI Workshop
April 10, 2026	Close Call for Ideas
May 22, 2026	STTC Information – Submitted Ideas
June 11, 2026	RTC Information – Submitted Ideas
June 8, 2026	Public Meeting
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas



# CONTACTS



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Transportation Department

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260265

## COUNCIL CHAMBER

January 21, 2026

**WHEREAS**, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center: and

**WHEREAS**, on November 8, 2022, Dallas voters approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

**WHEREAS**, planned improvements at Fair Park following the November 8, 2022, election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

**WHEREAS**, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

**WHEREAS**, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

**WHEREAS**, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing.

**WHEREAS**, on June 12, 2024, City Council adopted Resolution No. 24-0876 stating that except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas; and

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per Federal Railroad Administration's (FRA) announcement; and

**WHEREAS**, at the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting pending the city of Dallas' consideration of this item; and

**WHEREAS**, at the November 13, 2025 meeting, RTC requested that the NCTCOG executive board proceed with accepting step 1 of the Corridor ID program grant; and

**WHEREAS**, on January 8, 2026, The City of Dallas' Transportation and Infrastructure committee (TRNI) held a special-called meeting to discuss NCTCOG's step 1 of the FRA's Corridor ID program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) corridor

Now, Therefore,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

**SECTION 2.** That City Council supports NCTCOG’s acceptance of FRA’s grant of Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor subject to the following conditions:

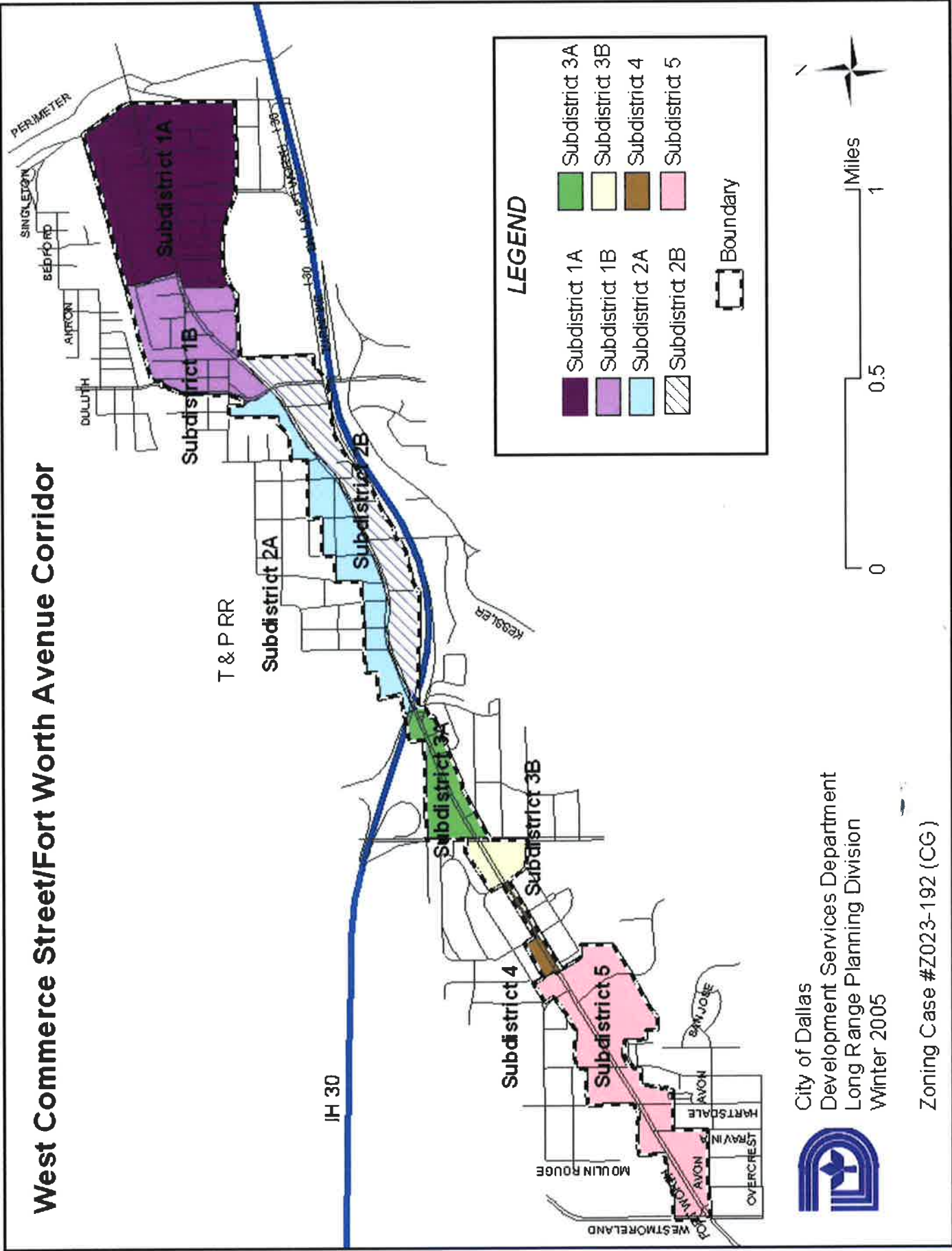
- a. The scope and associated step 1 work of the corridor ID study considers a family of multiple alignments that comply with Resolution No. 24-0876 dated June 12, 2024;
- b. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
- c. That any aboveground rail alignments do not go through city park land or Subdistrict 1A of PD 714, as illustrated on the Exhibit A attached to this resolution, including the proposed site for the Harold Simmons Park.

**SECTION 3.** The phrase “Central Business District” in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word “Downtown.”

**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the Charter of the City of Dallas, and it is accordingly so resolved.



# West Commerce Street/Fort Worth Avenue Corridor



City of Dallas  
 Development Services Department  
 Long Range Planning Division  
 Winter 2005

Zoning Case #Z023-192 (CG)



Agenda Information Sheet

File #: 26-132A

Item #: 3.

**PILLAR:** Sustainable

**AGENDA DATE:** January 21, 2026

**COUNCIL DISTRICT(S):** 1, 2, 6, 14

**DEPARTMENT:** Department of Transportation and Public Works

**PRIORITY:** Infrastructure

**SUBJECT**

A resolution stating that the City Council: **(1)** reaffirms its position not supporting any construction of aboveground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration as stated in Resolution No. 24-0876 approved on June 12, 2024, **(2)** supports North Central Texas Council of Governments (NCTCOG) Regional Transportation Council’s (RTC) request to NCTCOG’s executive board to accept a \$500,000.00 grant from the Federal Railroad Administration’s Step 1 of the Corridor Identification and Development Program of the “Fort Worth to Houston High-Speed Rail Corridor” and that the Dallas to Fort Worth leg of this corridor is subject to **(a)** compliance with Resolution No. 24-0876 approved on June 12, 2024; **(b)** scope, schedule, and cost development to be based on multiple alternative alignments complying with Resolution No. 24-0876 approved on June 12, 2024; **(c)** requesting that the existing Trinity Railway Express line be studied for upgrading opportunities; and **(d)** that any aboveground rail alignments do not go through city park land - Financing: No cost consideration to the City

**BACKGROUND**

On June 12, 2024, the City Council passed a Resolution affirming that the City Council does not support construction of any above-ground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration by Resolution No. 24-0876.

The Infrastructure Investment and Jobs Act (IIJA) established the Corridor Identification and Development (ID) Program allowing the development of intercity passenger rail corridors. The Federal Railroad Administrator (FRA) was designated as the administrator of the Corridor ID Program.

The program includes three steps where each step has its own separate grant path. Step 1 is to develop scope, schedule and cost for a corridor. Step 2 covers the service development plan, and Step 3 covers the development of the Preliminary engineering and environmental process.

At the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting, pending the City of Dallas' consideration of this item (**initiating this action**).

NCTCOG applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000.00) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per FRA's announcement.

At the November 13, 2025 meeting, the RTC requested that the NCTCOG executive board proceed with accepting Step 1 of the Corridor ID program grant.

On January 8, 2026, The City of Dallas' Transportation and Infrastructure Committee (TRNI) held a special-called meeting to discuss NCTCOG's Step 1 of the FRA's Corridor ID Program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) Corridor.

TRNI Committee members voted unanimously to develop a council resolution at a date prior to the January 22, 2026 NCTCOG's Executive Board meeting supporting the acceptance of Step 1 of the FRA Corridor ID grant, subject to the following conditions:

1. That the City Council reaffirms its position on above-ground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024;
2. That the scope of the Corridor ID Study considers a family of multiple alignments that comply with Resolution No. 24-0876;
3. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
4. That any above-ground rail alignments do not go through city park land.

The phrase "Central Business District" in Resolution No. 24-0876 has the meaning of that phrase as defined in the Dallas City Code, Section 50-157 and is synonymous to the word "Downtown."

### **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

The City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system. Following the same briefing, the City Council requested an economic impact study on the impacts of the Dallas to Fort Worth High Speed Rail Alignment Project on March 6, 2024.

On June 12, 2024, the City Council unanimously passed Resolution No. 24-0876 stating that the City Council does not support construction of any above-ground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration.

The Economic Development committee was briefed by Memorandum summarizing the results of the High-Speed Rail's economic impact for the City of Dallas on June 2, 2025,.

The TRNI Committee was briefed about the status of NCTCOG's HSR FRA's Corridor Identification and Development Grant on January 8, 2026,.

**FISCAL INFORMATION**

No cost consideration to the City.

# HIGH-SPEED RAIL SERVICE



## Dallas-Fort Worth

May 22, 2026 – Surface Transportation Technical Committee

Ezra Pratt, AICP



North Central Texas  
Council of Governments



# Recent Developments Related to High-Speed Rail Initiatives

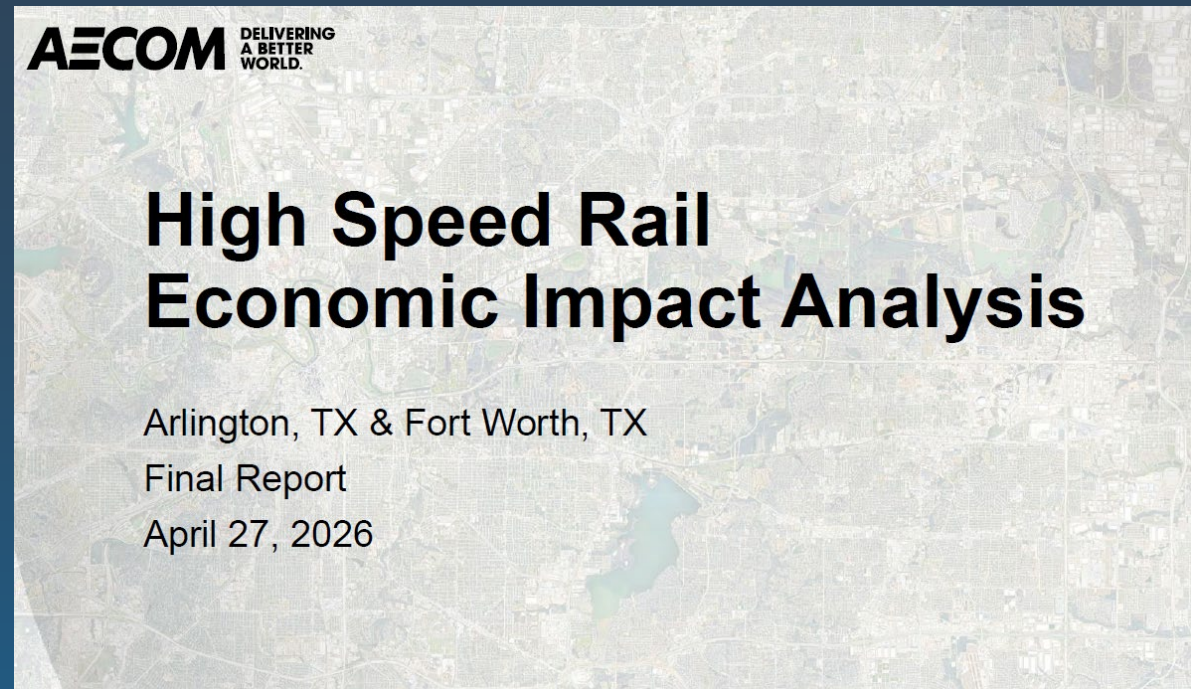
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- RTC action in November 2025 removed the “Eastern Alignment” from consideration in DFW High-Speed Rail (HSR) NEPA Process
- City of Dallas January 2026 Council Resolution on High-Speed Rail
- NCTCOG Executive Board approval of Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) for the Fort Worth-Houston high-speed rail corridor
  - Approved with the conditions included in Section 2 of the Dallas Council Resolution
- Cities of Fort Worth and Arlington completed High-Speed Rail Economic Impact Study

# Fort Worth and Arlington High-Speed Rail Economic Impact Studies

## Both Studies:

- Show significant development opportunities to leverage unique characteristics of HSR travel within Texas
- Inventory strong financial impacts to the tax base from all tax sources within a few miles of the station
- Support continued development of the “Texas Triangle” HSR concept, including a segment from Fort Worth to Laredo via Austin and San Antonio



Source: AECOM



# Federal Transit Administration Process

NCTCOG Focus:  
Public-Private Partnerships

Alternatives  
Analysis  
(2 years)

Pre-NEPA  
Refinement  
(2 years)

NEPA

Funding &  
Implementation  
Opportunities

2020

2022

2024

2026

2028

2021

2023

2025

2027



We are here

## Federal Railroad Administration Process

NCTCOG Focus:  
Federal Funding

Step 1  
Scoping

Step 2  
Service  
Development Plan

Step 3  
NEPA  
(FRA Process)

## Corridor ID Process

NEPA: National Environmental Policy Act



# Status of Fort Worth-Houston High-Speed Rail CID Step 1

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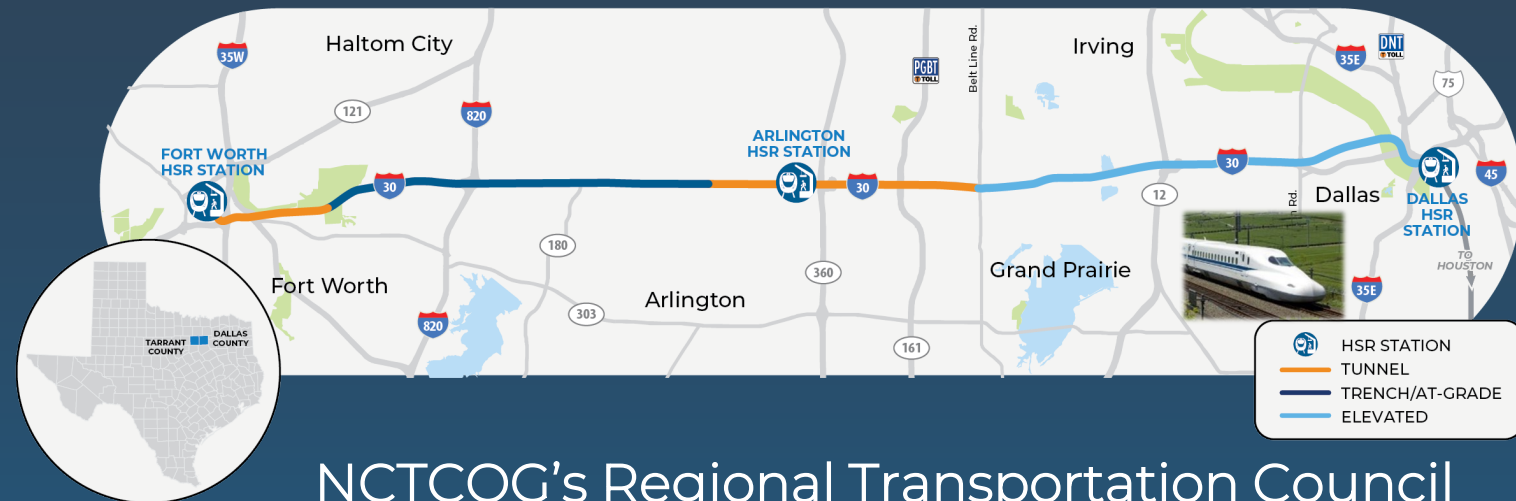
- Submitted draft statement of work (SOW), schedule, and budget deliverables to FRA project team on 4/30/2026.

The project team will collaborate with FRA and local stakeholders to revise as needed in the coming months.

- The SOW is being developed in coordination with Texas High Speed Rail Holdings (TXHSR) for the Dallas-Houston segment to ensure the parallel planning efforts are compatible.
  - This will allow for NCTCOG's work in CID to primarily cover the Fort Worth-Dallas segment.
  - The SDP and future CID steps would still be flexible to adjust to changes or progress in TXHSR's work on the Dallas-Houston segment.

# Status of NEPA Process for DFW High-Speed Rail

- NEPA remains on pause while design and stakeholder coordination continue for the western alignment
- Continuing communication with the city of Dallas in response to the January 2026 Council Resolution and Kay Bailey Hutchison Convention Center design changes



## NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept

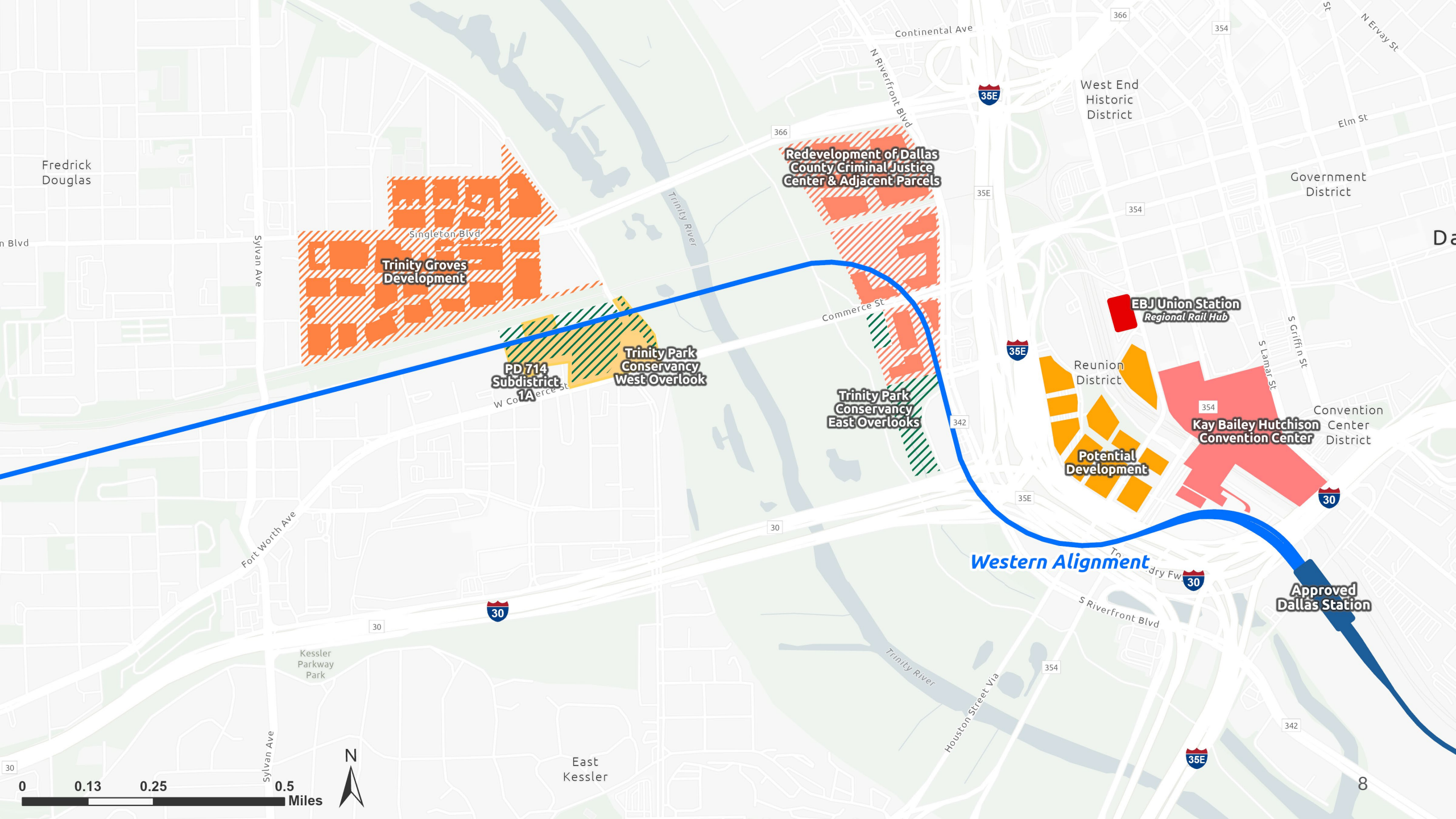


# Dallas Western Alignment Project Work Summary

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- Total Project Cost (2020-Present): \$10.9 Million
- Western Alignment Work Duration: 2+ Years, (March 2024-Present)
- Estimated Cost of Western Alignment Work: \$2.3 Million
- Number of Times Presented to City of Dallas Elected Officials: 14
  - Dallas City Council or Council Committee: 5
  - RTC: 4
  - Executive Board: 5

**Note:** Apart from the FRA Corridor ID consultant contract item at the 1/21/2026 Dallas City Council Meeting and 1/22/2026 NCTCOG Executive Board meeting, city of Dallas elected officials have not indicated opposition to the Western Alignment in meeting discussion or in official votes.



# NCTCOG/City of Dallas Coordination on January 2026 Resolution

NCTCOG sent a request for clarification to Dallas city staff on 4/23/2026

- Section 3 is the main point of requested clarification.
- Staff understanding is that the intent of this definition was to make clear that no elevated rail line could impact existing and potential development.
- Does the stated definition of the CBD also preclude the “Western Alignment”?

**SECTION 1.** That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

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**SECTION 3.** The phrase “Central Business District” in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word “Downtown.”



# City of Dallas Response to Request for Clarification on Jan 2026 Resolution

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- City of Dallas staff provided response that Section 3 of the resolution applies to any above-ground rail within the boundaries stated in the CBD definition (downtown Dallas freeway loop).
- Dallas response effectively precludes any Dallas support for moving forward with the Western Alignment in the NEPA process.



# Possible Project Impacts and Next Steps

NCTCOG staff are assessing the financial risks of stopping work on the DFW High-Speed Transportation Connections Study.

- Potential regional funding loss of the remaining \$1.2 million obligated through the Federal Transit Administration (FTA) grant agreement. This money would return to the US Treasury.
- Grant agreement with the FTA – Expenses of \$7.5 million+ would need to be repaid under a worst-case scenario.

Next Step (RTC Action at 5/14/2026 meeting):

Hold negotiations between select RTC Members and city of Dallas Council, as well as representatives from Dallas County and DART to come to an agreement on the path forward for HSR in central Dallas and the overall NEPA process.



# Contacts

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[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)

## Public Involvement

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## Project Oversight

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## Project Management

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Amelia “Millie” Hayes, PE  
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DRAFT

**Deadlines for Modification to the Dallas-Fort Worth Transportation Improvement Program (TIP)/Statewide  
Transportation Improvement Program (STIP)  
February 2026 – May 2027 Cycles**

The following deadlines have been established for projects requiring modifications to either the Dallas-Fort Worth Area TIP or the STIP. Please note it takes approximately six months to receive approval for TIP actions that require a change to the STIP. If you anticipate TIP action on projects within your area, below are the deadlines that should be built into your project timelines. To ensure timely action, please coordinate with the Transportation Funding Team early in the process.

**First Quarter 2026 Revisions**

<b>September 26, 2025</b>	Project modification requests are due to the TIP Team
<b>December 5, 2025</b>	STTC action
<b>December 8, 2025</b>	Public Meeting
<b>January 8, 2026</b>	RTC action
<b>January 30, 2026</b>	Project modifications are due to TxDOT
<b>Late-March/Early-April 2026</b>	Anticipate final federal approval

*\*November and December STTC meetings are customarily combined and scheduled for this date.*

**There will not be a Second Quarter 2026 nor Third Quarter 2026 cycle due to development of the 2027-2030 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).**

**Texas 2027-2030 STIP Development Schedule**

<b>February 9, 2026</b>	Public Meeting - Draft Listings & Document
<b>February 27, 2026</b>	STTC Action - Final Listings & Document
<b>February 2026</b>	Draft 1: 2027- 2030 TIP submittal
<b>March 12, 2026</b>	RTC Action - Final Listings & Document
<b>Mid to Late April</b>	Draft 2: 2027- 2030 TIP submittal
<b>May 2026</b>	Final 2027- 2030 TIP submittal
<b>July 2026</b>	Anticipate TxDOT approval (STIP)
<b>August/September 2026</b>	Anticipate Federal/State approval (STIP)

**Fourth Quarter 2026 Revisions**

<b>June 26, 2026</b>	Project modification requests are due to the TIP Team
<b>August 10, 2026</b>	Public Meeting
<b>August 28, 2026</b>	STTC action
<b>September 10, 2026</b>	RTC action
<b>September 30, 2026</b>	Project modifications are due to TxDOT
<b>Late-November 2026/ Early-December 2026</b>	Anticipate final federal approval

**First Quarter 2027 Revisions**

<b>September 25, 2026</b>	Project modification requests are due to the TIP Team
<b>December 4, 2026</b>	STTC Action
<b>December 7, 2026</b>	Public Meeting
<b>January 14, 2027</b>	RTC action
<b>January 29, 2027</b>	Project modifications are due to TxDOT
<b>Late-March/Early-April 2027</b>	Anticipate final federal approval

**Second Quarter 2027 Revisions**

<b>December 18, 2026</b>	Project modification requests are due to the TIP Team
<b>March 15, 2027</b>	Public Meeting
<b>March 26, 2027</b>	STTC action
<b>April 8, 2027</b>	RTC action
<b>April 30, 2027</b>	Project modifications are due to TxDOT
<b>Late-June 2027/ Early-July 2027</b>	Anticipate final federal approval

**Please note that the above dates are subject to change based on TxDOT's request.**

It is important to note that in order to streamline staff efforts, we process all modifications within a quarterly cycle. Please contact the TIP Team to discuss TIP issues and potential project changes. We will be glad to meet with you.

Contact the [Transportation Funding Team](#) with any questions or concerns.



# Managed Lane Policy, High-Occupancy Vehicle (HOV) Subsidy Funding, and HOV Quarterly Report

Surface Transportation Technical Committee  
May 22, 2026



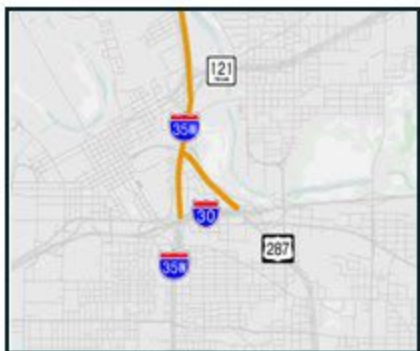
North Central Texas  
Council of Governments

# Managed Lane System

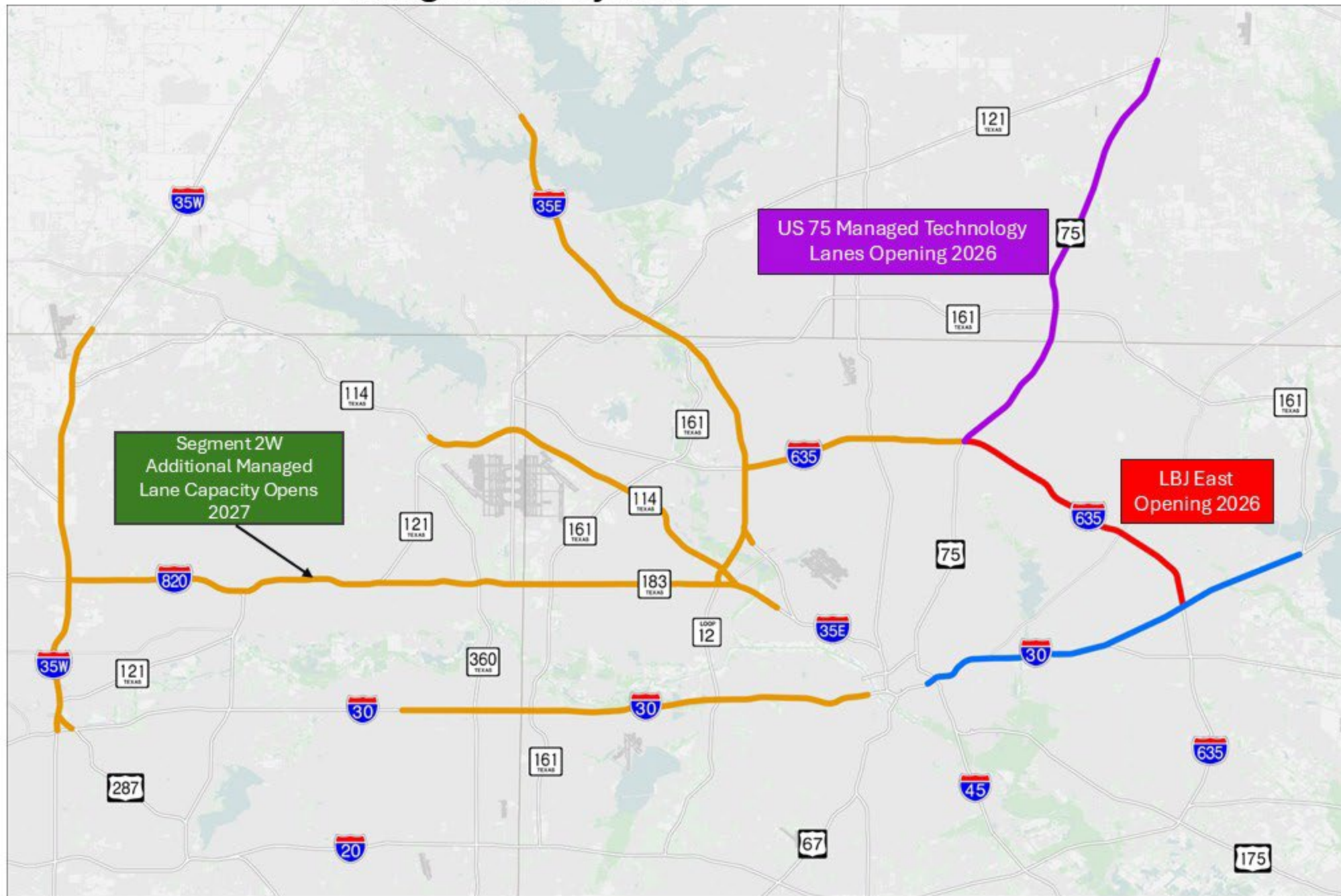
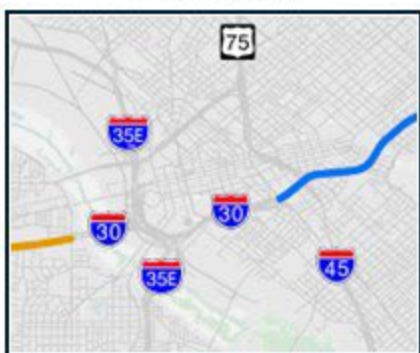
## Current Express/HOV + Managed Lanes

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

Fort Worth CBD



Dallas CBD



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – March 2026*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$12,448,124 as of March 2026*

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

*\$12,407 from October 2014 – March 2026*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – March 2026*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$7,890,684	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from IH 35E to US 75</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$4,557,440	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

# GoCarma Registration Totals

January 24, 2020 – April 30, 2026

Users: 100,587

Vehicles: 97,095

Occupant Passes: 17,327



# Total and HOV Transactions

January 24, 2020 – April 30, 2026

Total Transactions – 8,306,662

LBJ/NTE Partners – 5,424,828

TxDOT – 2,881,833

Total HOV Transactions – 3,698,939 (~45%)

LBJ/NTE Partners – 3,526,074

TxDOT – 1,172,865

Unique Vehicles – 86,899



**REGISTER NOW!**

LIMITED SEATS AVAILABLE

# Training Course: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition

The North Central Texas Council of Governments will host a series of 1-day in-depth training sessions to equip practitioners with a strong foundation to understand the rationale behind modern best practices. **Public and private sector planners, engineers, and related transportation professionals in the Dallas - Fort Worth region are encouraged to attend and gain comprehensive training about the current design guidance and best practices to plan, design, and construct active transportation facilities.**

## Training Dates and Locations

(each session will have the same content and materials)

1.

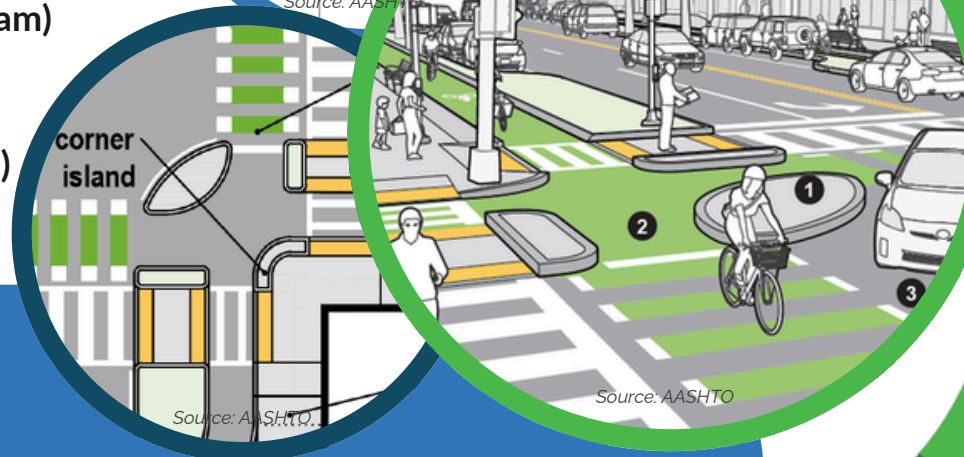
**Tuesday, July 21, 2026 (8am)**  
*TxDOT DalTrans Traffic Management Center, Mesquite*

2.

**Wednesday, July 22, 2026 (8am)**  
*Richardson Interim City Hall*

3.

**Thursday, July 23, 2026 (8am)**  
*NCTCOG, Arlington*



## Course Topics:

- Overview of the Guide
- Choosing a bikeway type
- Elements of bikeway design
- Retrofitting roadways to include bicycle facilities
- Bicycle Boulevards principles of design and effective traffic calming
- Transitions between off-street bicycle and on-street bicycle facilities



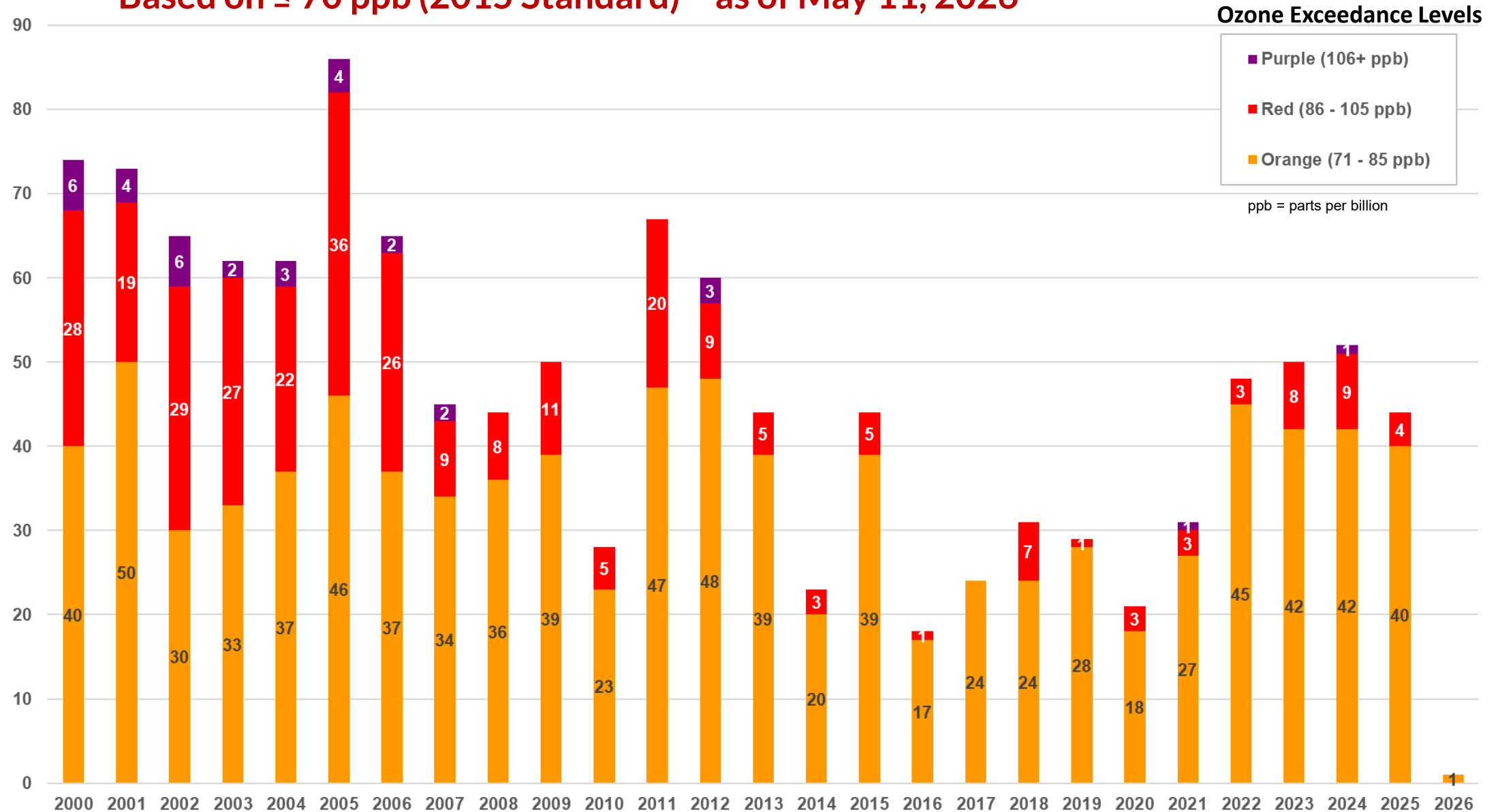
Registration is required. \$15 Per Registrant (Lunch Included)  
Register by scanning the QR Code or  
visit [nctcog.org/AASHTOBike26](https://nctcog.org/AASHTOBike26)  
Copies of the Guide can be purchased at the [AASHTO Store](#)



North Central Texas  
Council of Governments

# 8-hour Ozone NAAQS Historical Trends

Based on  $\leq 70$  ppb (2015 Standard) – as of May 11, 2026

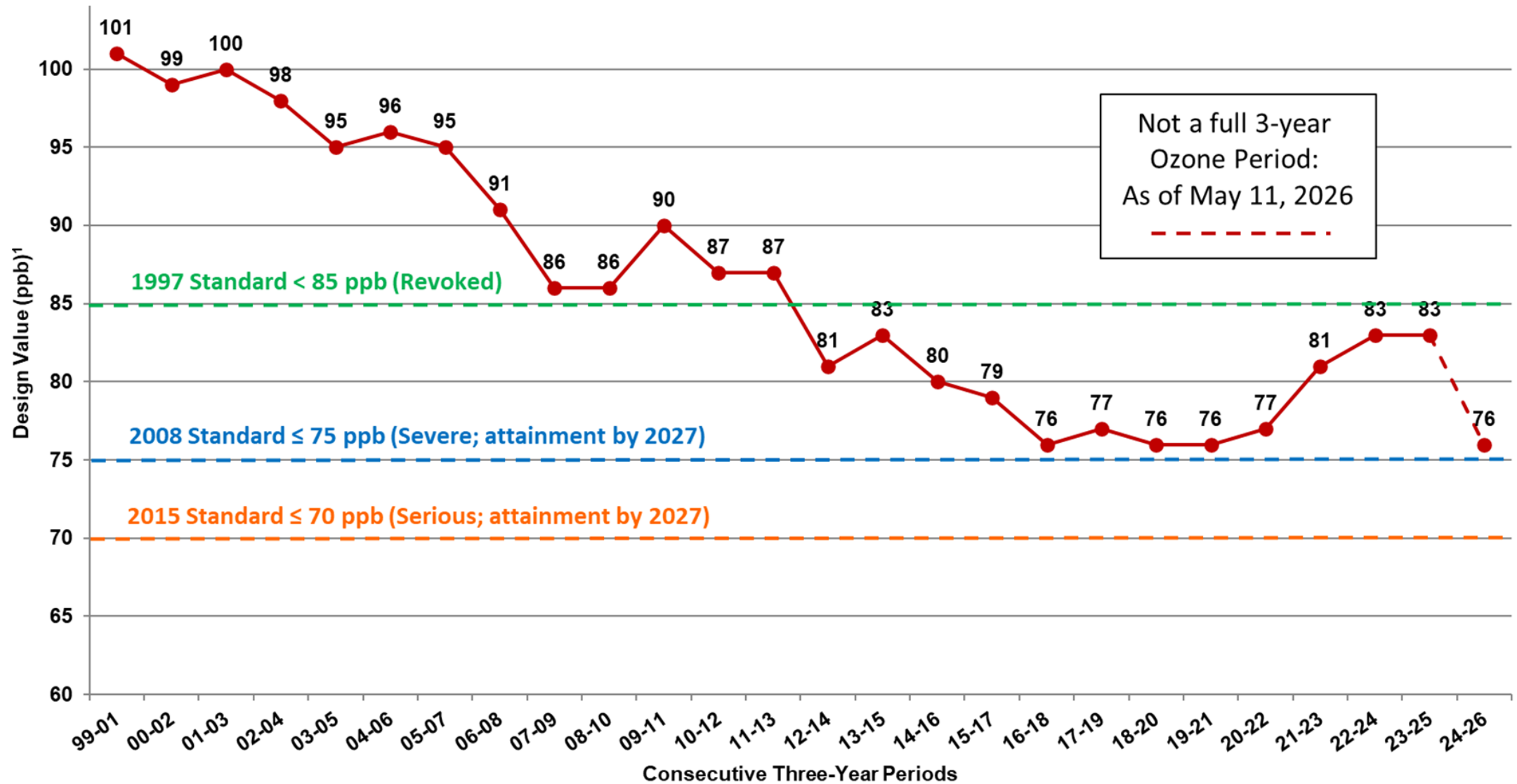


Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

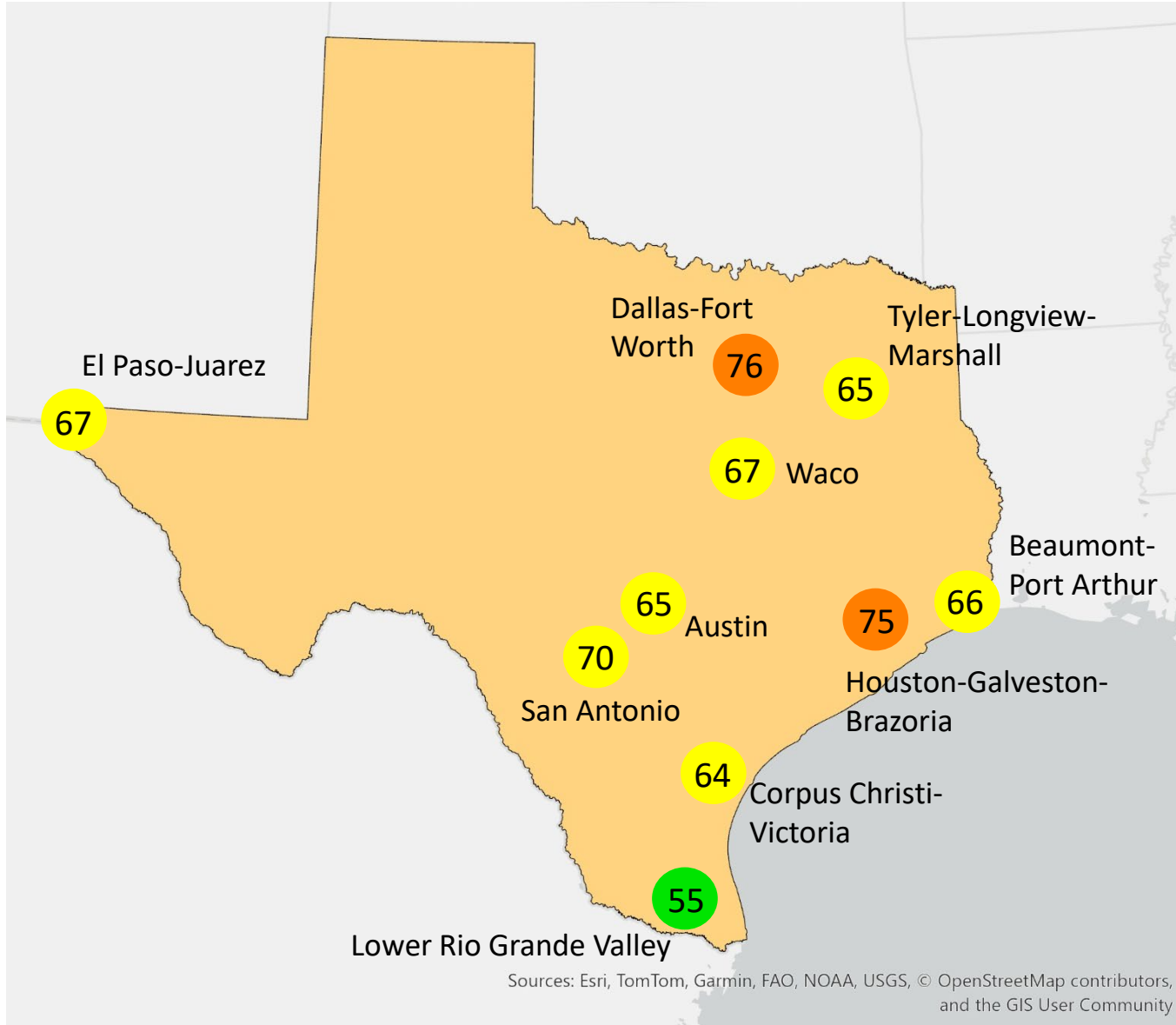
# 8-hour Ozone NAAQS Historical Trends



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



# Texas Ozone Design Values



Current regional design values, as of May 11, 2026.

Source: TCEQ



# For more Information:



Daniela Tower

Air Quality Planner

[dtower@nctcog.org](mailto:dtower@nctcog.org) | 817-704-5629



Jenny Narvaez

Program Manager

[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org) | 817-608-2342



[NCTCOG - Air Quality](#)

IN OTHER NEWS...

US 175 Project Ribbon Cutting



SOURCE: TxDOT

In April, Texas Transportation Commissioner Robert C. Vaughn joined officials in Dallas to cut the ribbon on the US 175 improvement project at Lake June Road. The \$26.8 million project is a partnership with TxDOT, the City of Dallas, Dallas County and The Loop Dallas.

Orange You Glad You Saw Downtown Dallas?



SOURCE: TxDOT

On April 20, Reunion Tower in downtown Dallas glowed orange and encouraged motorists to "Drive Safe!" to commemorate Work Zone Awareness Week.

Go to [DriveTexas.org](https://www.drivetexas.org) in order to plan your next travel destination.

This website can assist travelers with some of the most accurate and up-to-date travel-related information for highways across Texas.

Drivers can use [DRIVETEXAS.ORG](https://www.drivetexas.org) in order to:

- 1   
Check current highway travel conditions
- 2   
View statewide network of traffic cameras
- 3   
See work zone locations statewide
- 4   
View scheduled lane and ramp closures in work zones
- 5   
Find rest areas and travel information centers



FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](https://www.txdot.gov)

Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.

Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>



# DALLAS DISTRICT PROGRESS

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

## SUMMER TRAVEL STARTS WITH SAFETY

Summer vacations and road trips are right around the corner. As more people hit the road, the Texas Department of Transportation is launching two



important campaigns in May to remind motorists to buckle up and keep an eye out for motorcycles.

In 2024, more than 1,000 people who failed to buckle up died in traffic crashes. That's almost half of all traffic fatalities where seat belt use could be determined. It's a stark reminder that a simple click of the seat belt is one of the best ways to save lives.

TxDOT will be conducting a statewide public education campaign and

**SUMMERTIME CRASH FACTS**



In 2024, more than **1,000** people who failed to buckle up died in traffic crashes.



**40 percent** of all motorcycle fatalities occur at intersections, so taking extra precautions around them is paramount.

SOURCE: TxDOT

TxDOT graphic

### Coollest belt buckle in Texas.



Fines up to \$200.

CLICK IT OR TICKET. 

SOURCE: TxDOT

TxDOT graphic

partnering with law enforcement agencies in May to step up enforcement of seat belt laws. This also includes focusing efforts on ticketing drivers who don't buckle up or secure their kids in car seats, and passengers who do not use seat belts – *Click It or Ticket* means buckling up every rider, every time.

Texas law requires everyone in a vehicle to buckle up or face fines and court costs up to \$200. Children younger than 8 years old must be in a child's safety seat or booster seat unless they're taller than 4 feet 9 inches. If they aren't properly restrained, the driver faces fines up to \$250 plus court costs.

In addition, warmer weather means an increase in the number of

motorcycles on roadways. On average, a motorcyclist dies on Texas roadways every day. Ensuring safe travel for motorcyclists means scanning the roadway, checking mirrors and blind spots, and taking extra precautions around intersections, where 40 percent of all motorcycle fatalities occur.

TxDOT safety team members will be out at locations statewide in early May to remind motorists to *Look Twice for Motorcycles*. Everyone – vehicle drivers and passengers, and motorcycle drivers – all have a role to play in ensuring everyone arrives safely at their destination. Drive safely this summer! ■

MORE ON BACK PAGE »

### APRIL 2026 LET PROJECTS

#	CSJ	PROJECT LOCATION	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0009-11-278	I-30 – At Hunnicut Road in Dallas County	Bridge maintenance	Road Doctors LLC	\$0.32 M
2	CSJ: 0091-06-062	SH 289 – From SL 12 to Mccallum	Traffic signal improvements	Select Maintenance, LLC	\$2.5 M
3	CSJ: 0197-02-138	US 175 – Malloy Bridge Road to east of FM 1389	Construct ramps	Austin Brige & Road Services, LP	\$4.0 M
4	CSJ: 1014-03-065	FM 550 – From Rabbit Ridge to Rockwall	Install traffic signal	O. Trevino Construction, LLC	\$2.3 M
*	CSJ: 1016-04-021	FM 548 – SH 276 to SH 205	Resurface roadway	ICOS Management, LLC	\$3.4 M

ESTIMATED TOTAL **\$12.5 M**

SOURCE: TxDOT

### MAY 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)
1	CSJ: 0048-04-109	I-35E – At FM 66 (Rogers St.) to in Waxahachie	Install traffic signal	\$4.0 M
2	CSJ: 0081-03-047	US 377 – From south of FM 1171 to Crawford Road	Reconstruct & widen 2- lane rural to 4-lane	\$109.7 M
3	CSJ: 0364-03-108	BS 121H – From Sam Rayburn Tollway to FM 2281	Divided urban	\$1.5 M
4	CSJ: 0442-02-166	I-35E – I-20 to Ann Arbor Ave.	Repair roadway	\$13.1 M
*	CSJ: 0918-47-527*	Various – Various locations in the Dallas District	Rehabilitate existing roadway	\$3.2 M

ESTIMATED TOTAL **\$131.5 M**

\* Unmapped.

### COMPLETED CONSTRUCTION PROJECTS • (FROM APRIL 1-30, 2026)

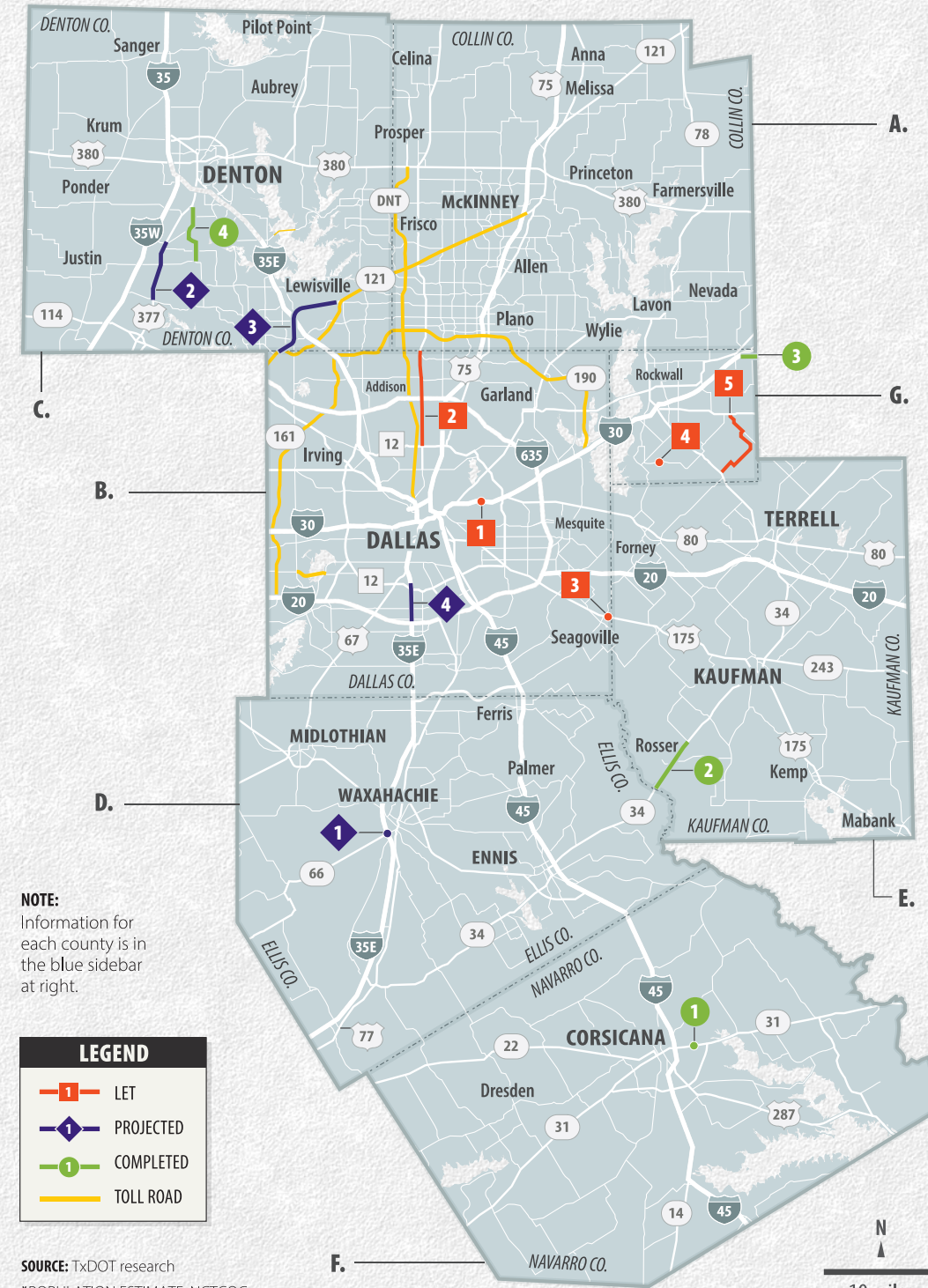
#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0163-01-070	BS 31D – SH 31D westbound at Post Oak Creek	Bridge replacement	\$4.4 M	4/20/2026
2	CSJ: 0173-02-077	SH 34 – From Ellis County line to FM 1390	Hazard elimination & safety	\$11.5 M	4/16/2026
3	CSJ: 1017-02-014	FM 35 – I-30 to Hunt County line	Rehabilitate existing roadway	\$1.3 M	4/20/2026
4	CSJ: 1785-01-043	FM 1830 – US 377 to FM 407	Hazard elimination & safety	\$0.3 M	4/24/2026
*	CSJ: 0092-02-137	Various – Various locations along I-45 in the Dallas District	Corridor traffic management	\$4.5 M	4/24/2026

ESTIMATED TOTAL **\$22 M**

\* Unmapped.

## DALLAS DISTRICT PROJECTS MAP

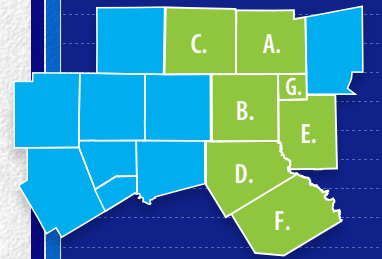
COLORED AND NUMBERED BOXES CORRESPOND WITH THE CHARTS ON PAGE 2 AND SHOW PROJECTS THAT HAVE LET IN **APRIL 2026**, ARE PROJECTED TO LET IN **MAY 2026**, OR HAVE RECENTLY BEEN **COMPLETED**.



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

LEGEND	
<span style="color: red;">■</span>	LET
<span style="color: blue;">■</span>	PROJECTED
<span style="color: green;">■</span>	COMPLETED
<span style="color: yellow;">■</span>	TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



### FY2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,950,262  
\*POPULATION ESTIMATE | 5,650,522  
LANE MILES | 11,671

#### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 956,767  
\*POPULATION ESTIMATE: 1,272,999  
LANE MILES: 1,652

#### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,119,019  
\*POPULATION ESTIMATE: 2,691,548  
LANE MILES: 3,618

#### C. | DENTON COUNTY

VEHICLE REGISTRATION: 819,821  
\*POPULATION ESTIMATE: 1,058,299  
LANE MILES: 1,864

#### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 705,428  
\*POPULATION ESTIMATE: 235,760  
LANE MILES: 1,659

#### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 170,855  
\*POPULATION ESTIMATE: 200,711  
LANE MILES: 1,235

#### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 61,112  
\*POPULATION ESTIMATE: 55,841  
LANE MILES: 1,276

#### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 117,260  
\*POPULATION ESTIMATE: 135,364  
LANE MILES: 366

**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 updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Friday, March 20 through Sunday, April 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

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 over 22 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting:

<https://geospatial.nctcog.org/portal/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Bicycle/Pedestrian/Sustainable Development**

**Facebook –**

1. Sustainable development strengthens connections to regional transit, improving mobility and recreational access. This week, our [#TopicOfTheMonth](#) series spotlights Dallas' Lake Highlands Multimodal Connectivity Project, which created a trail link between the DART Lake Highlands Station, the nearby town center and the White Rock Creek Trail, connecting residents to transit access and surrounding communities. Read more about Dallas' Lake Highlands Multimodal Connectivity Project at the link in our comments below! [Lake Highlands Public Improvement District](#) – NCTCOG Transportation Department



We need to educate and support cyclists riding on chosen roads across our city, to ride real vehicles to diverse destinations. When can we see the route to THAT? – Brian Spencer

## **Outreach Event –**

Please see Attachment 1 through 4 for comments submitted via public comment form.

## **Roadways**

### **Email –**

#### **Matthew Dooley, Citizen**

Dear Honorable Mayor and Council Members,

I urge you to strongly oppose any plan that would demolish, repurpose, or encroach upon the Clear Creek Natural Heritage Center for a US 380 highway bypass. This irreplaceable natural asset must be protected.

Clear Creek is widely recognized as the last free ecological preserve in North Texas and the only wilderness preserve left in the Denton area. Spanning over 2,900 acres of rare bottomland hardwood forest, upland prairie, and wetlands, it serves as a critical flood buffer, wildlife corridor, and living classroom. The City of Denton leases the land from the U.S. Army Corps of Engineers and has a responsibility to preserve it.

Hundreds of families visit every month for hiking, bicycling (including dedicated mountain bike trails), and nature watching. Its family-friendly trails offer peaceful access to nature just minutes from town—an increasingly rare benefit in our growing city.

Any bypass route that cuts through or borders the Center would bring irreversible harm: habitat fragmentation, noise, pollution, and lost flood storage. We cannot claim to value sustainability while paving over our last true wilderness preserve.

Smarter alternatives exist: upgrade existing US 380 segments, improve parallel routes, and invest in multimodal transportation that avoids this unique ecological gem.

I respectfully request that you:

1. Formally oppose any alignment impacting Clear Creek.
2. Direct staff to support only routes that fully protect the preserve.
3. Place this issue on a future agenda for public discussion.

Please choose to safeguard what makes Denton special for future generations. I am available to provide more information or speak at a meeting. Thank you for your service.

## **Transit**

### **Facebook –**

1. The Amtrak #HeartlandFlyer takes people between Fort Worth and Oklahoma City every day. NCTCOG Transportation staff had a chance to ride it to experience it firsthand.

[Video](#) – NCTCOG Transportation Department

We saw eagles soaring along a creek, train side. – Ann Bastable

The Heartland Flyer provides economic opportunities for Fort Worth. Keep this line running! – Don Rios

Its an excellent service in dire need of investment. That's a legislature issue though. In particular, we need at least two Daily Flyers each direction, and to shave 30 minutes to an hour of the trip with better track. – Matther Banks

To view more comments on this post, visit:  
<https://www.facebook.com/reel/947527954340138/>.

### **Email –**

#### **Zach Middleton, Citizen**

Here we go again. Same route, different driver. This morning Bus 41100 (on Route 23 going toward Fair Park) pulled into Cityplace Station at 7:54 a.m. There was a man standing in the doorway while the bus was moving and a woman in the seat right behind him with a bag of fast food. Passengers were having to squeeze past the man to try to get out of the rain and board the bus.

Right after the bus turned onto Haskell, the woman got up, reached into the bag and started handing the driver food while the bus was in motion. I even heard her ask him if he wanted more dipping sauce. When other passengers and I departed the bus at Ross, both individuals were still blocking the doorway and continued to do so as the bus took off again, meaning this dangerous behavior was likely taking place for several more miles until he reached the end of the route.

I reported this to DART Police, both on the GoPass app and by phone, and requested the driver immediately be removed from service. This is a continued safety issue DART does not seem to be able to fix (among many, many, many others), not only to DART passengers but any other vehicle or pedestrian in the bus's proximity. A screenshot of my complaint on GoPass and picture of the incident are attached.

This wasn't even the first incident I had to report this morning. When I arrived at Forest Lane Station around 7:20 a.m., both elevators were unusable by passengers because of the homeless encampments in them. That issue, as well as the other lowlifes I have to report to DART multiple times a week, are known by DART. Yet DART refuses to police one of its worst train stations. My next step to address this, since DART won't, is going to be reviewing the City of Dallas' ordinance regarding nuisance properties and contacting my council member to see what steps can be taken in that direction.

All of this is absolutely unacceptable and totally avoidable by DART. I need an immediate response regarding the incident this morning -- and do not tell me, as your public information office did last time, that there was no video on the bus. That's just an admission of another safety failure by DART.

All communications should be sent in writing to this email address.

Please see attachment 5 for photos and letter.

## World Cup 2026

### Facebook –

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below!

[Dallas Area Rapid Transit \(Official DART page\)](#) [Trinity Metro](#) [AT&T Stadium](#) [City of Arlington](#), [TX - City Hall](#) [FWC26Dallas](#) – NCTCOG Transportation Department



Good job. Now go ahead and prime people so in the future you can lay rail lines in those reversible toll lanes so people in Dallas can hop on a metro line downtown and get off right at Collins for events at any of the 3 stadiums. Add a stop at 360 for 6 flags. – Brian Hewitt

Arlington is going to have the vapors seeing a bus in town! – Michael Edwards

Congrats and I wish this luck. But I have my doubts. Went to watch 4 matches in 2023 in NZ & Australia. They were fairly successful getting 75,000 spectators out from the Sydney arena with metro trains that have a 6-car capacity of 1,100 people going multiple ways on the various lines. Unless there are 500 of those driving busses, waiting & traffic will likely be a show. And buses will still have to fight with normal driving stadium traffic unless the city plans on closing down streets to only allow those stadium buses, which I hope they do that. And the TRE trains typically don't have that high of an occupancy. They basically only go East or West, definitely from CentrePoint Station. These matches bring international visitors who will not be driving. They need public transportation. I am glad there will be offerings (as FIFA requirements) but this I fear is not enough – JoAnn Craven Gilbert

To view more comments on this post, visit

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0MhkXJF5pG85ZyvfPjao3xJV5scA5wMAMjeoUZt1e9tfriFe8yPmA3GxJaUYhpJADI>.

**Instagram –**

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below! – NCTCOG Transportation Department  
[Dallas Area Rapid Transit \(Official DART page\)](#) [Trinity Metro](#) [AT&T Stadium](#) [City of Arlington, TX - City Hall](#) [FWC26Dallas](#)



🔥🔥🔥🔥🔥 - canalesfurnituretx

The World Cup really is right around the corner 🙌 – elevatedallas

🙌🙌🙌 – debatablefootballopinions

To view more comments on this post, visit:  
[https://www.instagram.com/p/DWoyeTwlller/?img\\_index=1](https://www.instagram.com/p/DWoyeTwlller/?img_index=1).

**Email –**

**Gabriel Trejo, Citizen**

Will the TRE not provide service to UNION STATION on match days?

**Response by NCTCOG Transportation Staff**

Gabriel,

Thank you for contacting the NCTCOG Transportation Department.

The TRE train will continue providing service to Union Station on match days. For game day riders, the primary station for boarding Trinity Railway Express (TRE) commuter rail in

downtown Dallas will be at Victory Station, as that will be where the bus bridge operates from Dallas.

Please do not hesitate to reach out to us with any additional questions.

### **Outreach Event -**

Please see Attachment 6 for comment submitted via public comment form.

### **Other**

#### **Email -**

#### **Brenda Rozinsky**

Hello,

I am reaching out on behalf of My Possibilities, a North Texas nonprofit providing full day, year-round programming for adults with intellectual and developmental disabilities. Following our recent merger with Ability Connection, we now operate two locations in North Texas, our Plano campus and our Irving campus, and currently serve over 800 individuals weekly across more than 100 zip codes throughout Dallas, Collin, Denton, Rockwall, and Tarrant counties.

We are currently working with your team on the disposition of two CDL required vehicles and appreciate the ongoing support and coordination.

Transportation remains one of the most significant barriers to consistent participation in our programs, particularly for individuals traveling from the northern tier of Collin County, including Frisco, where there is a clear lack of accessible transportation options for this population. This gap directly impacts access to employment training and community-based instruction, both of which are central to preparing individuals for meaningful employment and independent community participation.

Our community-based instruction model connects participants to real world learning environments, including employer sites and community locations, where they build practical skills and workplace readiness. Reliable transportation is essential to expanding these opportunities and ensuring consistent participation.

We are exploring a potential Section 5310 project to expand accessible transportation options, including the acquisition of vehicles and to better support community-based instruction, employment access, and consistent program participation.

We would appreciate guidance on current or upcoming funding opportunities, application timelines, and how best to align a project with regional priorities. We would also welcome the opportunity to connect with your team to discuss project eligibility and next steps.



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Andrew M. Spencer  
 Organization Highland Meadows Neighborhood Association  
 E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City Dallas State TX Zip Code 75238

**Please provide written comments below:**

The Highland Meadows neighborhood is isolated from green spaces in the Lochwood neighborhood and White Rock Lake by busy roads. We need a pedestrian/bike crossing across Northwest Hwy. There is an existing crossing but it is unsafe with no lights so traffic does not stop. A bridge would be amazing but I would settle for lights to stop traffic so pedestrians can cross. The corners of NW Hwy and Plano on one side and Jupiter on the other are unsafe with drivers turning right during walk signals. We need a designated pedestrian bridge/crossing!

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Citlalli Garza  
 Organization Dallas College  
 E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City Grand Prairie State Tx Zip Code 75050

Please provide written comments below:

Hi my name is Citlalli and i wish people would offer more people like me easy public transportation because in grand prairie does not have a bus station that are willing to drive in dallas at all or the via grand prairie transportation is public but the problem is that it's short range and it's multiple people in one car going to different destinations.

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Kathryn Martinez  
 Organization Dallas College  
 E-mail \_\_\_\_\_ Phone 972-251-1234  
 Address \_\_\_\_\_  
 City Dallas State TX Zip Code 75206

**Please provide written comments below:**

Many of our students take public transportation. The routes and times have made it difficult to get to the Webb Chapel location for Culinary, Pastry & Hospitality classes at that location. Some classes the students need & the timing makes getting there difficult.

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

### PUBLIC COMMENT SHEET

Name LaKayla Cooper  
Organization Dallas College  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code 75217

Please provide written comments below:

*Recommendations for  
Youth bike lessons*

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214-749-3278

July 11, 2025

Mr. Zach Middleton  
Via Email:

Dear Mr. Middleton:

This letter is in response to your email dated July 1, 2025, in which you expressed concerns regarding observing an operator watching videos while operating a Dallas Area Rapid Transit (DART) bus. We take reports of this nature extremely seriously, as the safety of our passengers, employees, and the public is our highest priority.

Upon receiving your report, we immediately launched an internal investigation and have since identified the operator involved. We are taking the appropriate disciplinary actions in accordance with DART policies and procedures.

Please know that this behavior does not reflect the standards we expect from our operators. We are reinforcing our expectations with all operators to prevent future incidents and ensure continued safe and professional service for all passengers.

We appreciate you promptly reporting this matter and sincerely apologize for the experience you encountered.

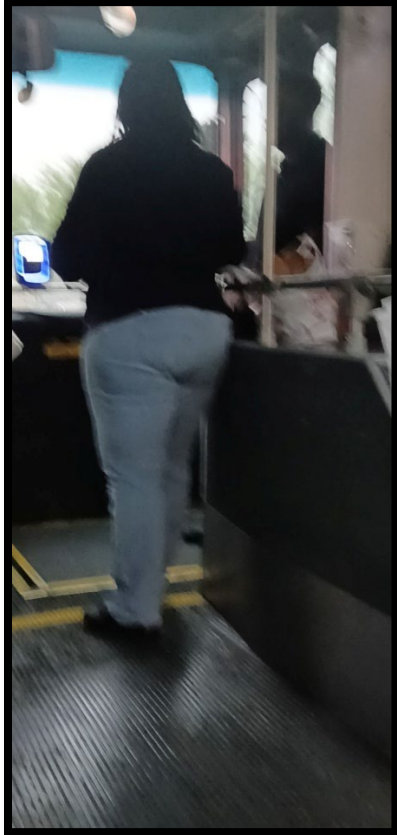
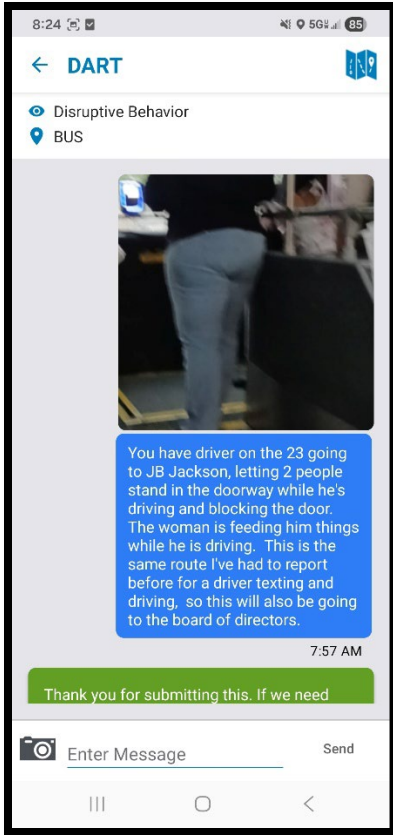
Should you have any additional questions or concerns, please do not hesitate to contact Vicki Biggers, DART Assistant Vice President, Bus Transportation, at 972-482-3299 or via email at [vbiggers@dart.org](mailto:vbiggers@dart.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "Nadine S. Lee", is written over a light blue circular scribble.

Nadine S. Lee  
President & Chief Executive Officer

c: DART Board  
James Joyce, DART, Interim Chief Operations Officer  
Amina Wolf, DART, Vice President of Bus Operations  
Vicki Biggers, DART, Assistant Vice President, Bus Transportation





North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Simrcun KC  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Arlington State TX Zip Code 76040

**Please provide written comments below:**

Regarding road closure due to fido  
on I live closer to AT&T and was  
worried about the travelling

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>

Akin Gump Strauss Hauer & Feld LLP  
 2300 N. Field Street  
 Suite 1800  
 Dallas, TX 75201

akingump.com



April 6, 2026

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

*Re: “[P]ermanent impact to children’s health and safety” resulting from proposed Dallas-area high-speed rail facility – according to Environmental Impact Statement*

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 purpose of this letter is to ensure your actual knowledge of the published threat to Texas schoolchildren due to the proposed location for the Trainset Maintenance Facility (the “TMF”) relating to possible future high-speed rail near Dallas-area schools.

The Environmental Impact Statement (the “EIS”) regarding possible future Dallas-to-Houston high-speed rail includes a specific health and safety warning based on the listed proposed location of the TMF near a school in Wilmer, Texas. Quoting the EIS:

**The TMF facility and warehouse north of the school would represent a potential permanent impact to children’s health and safety due to the use of hazardous chemicals for maintenance and operation of the HSR system and the potential for increased roadway traffic from TMF facility operations.**

See <https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/02%20DHHSR%20FEIS%20Main%20Text%20Set%20of%20.pdf> (emphasis added).

The EIS further expressly cautions that the impact on the health of Dallas schoolchildren due to high-speed rail would begin during construction, even before any actual train operations, and would include the threat of “exposure to toxic fumes.” *Id.* (“during construction indirect impacts to children’s health and safety could include: localized air quality impacts due to the movement and operation of construction vehicles, potential exposure to toxic fumes used during the construction of the Project and increased traffic . . .”).

While the EIS health warning for school children was related to the possible future Dallas-to-Houston high-speed-rail route, these same threats to Dallas-area students would be applicable to alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth.

Ken Kirkpatrick  
General Counsel  
April 6, 2026  
Page 2

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

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or
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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 Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Mauer & Feld LLP  
 2300 N. Field Street  
 Suite 1800  
 Dallas, TX 75201

akingump.com

**Akin**

April 13, 2026

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

*Re: Morris-led NCTCOG Transportation Department using millions in North Texas public resources to promote Oklahoma City tourism, Oklahoma City economic development, and Oklahoma City businesses*

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").

As we have previously reported to you, at the July 2025 meeting of the Regional Transportation Council (the "RTC"), Michael Morris pushed for the Members of the RTC to spend \$3.5 million (\$3,500,000.00) in NCTCOG Regional Toll Revenue Funds ("RTR Funds") to bail out the Amtrak Heartland Flyer train service between Fort Worth and Oklahoma City. Mr. Morris led his plea for the RTC to dissipate local tax dollars in making this massive gift to Amtrak to subsidize the Heartland Flyer in the face of the State of Texas cutting off all funding for that route, and even though it ranks among the worst in ridership across Amtrak's entire system.

To induce RTC Members to use North Texas tax dollars for the imperiled route, Mr. Morris actually went so far as to argue that the Oklahoma route was critical to a "successful FIFA World Cup" for "families" who "will be visiting multiple U.S. cities in regard to their U.S. experience." As we have previously shown, that is preposterous.

The purpose of this letter is to memorialize the written admissions from the NCTCOG Transportation Department in its "Topic of the Month" column posted to the NCTCOG website. This includes the following remarkably revealing statement and admission:

To help promote ridership, the Transportation Department of the North Central Texas Council of Governments (NCTCOG) will launch a video in February showcasing the ease of traveling this route and highlighting attractions in Oklahoma City. The video will feature the many sides of OKC . . . [including] treasured parks in the center of downtown and a popular music venue in the former home of a Ford Model T assembly plant.

Ken Kirkpatrick  
General Counsel  
April 13, 2026  
Page 2

See [https://www.nctcog.org/getContentAsset/922afdfa-3293-4e5c-a7ca-177525a80bd6/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Feb\\_InterCityRail.pdf?language=en-US](https://www.nctcog.org/getContentAsset/922afdfa-3293-4e5c-a7ca-177525a80bd6/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Feb_InterCityRail.pdf?language=en-US) (emphases added).

As the above NCTCOG-published quote makes irrefragably plain, the NCTCOG Transportation Department (led by Mr. Morris) is using massive NCTCOG resources – North Texas dollars – to promote tourism, not in North Texas, but in *Oklahoma City, Oklahoma*.

Moreover, the above NCTCOG Transportation Department quote makes clear that even it comprehends that the real beneficiary of the \$3.5 million in North Texas cash siphoned *away* from North Texas, are *Oklahoma* businesses.

There is no surprise or wonder at the quoted “celebrating” by top Oklahoma elected officials as a result of this massive gift of North Texas monies to another state, which include an official Oklahoma Senate press release exclaiming that the NCTCOG diversion of Dallas funds will be a “major economic driver” for *Oklahoma* “[t]ourism, [which] is Oklahoma’s third-largest industry.” <https://oksenate.gov/press-releases/senators-mann-coleman-and-greater-oklahoma-city-chamber-applaud-funding-fix-keep>. Even the Greater OKC Chamber has joined in, publicly “applaud[ing] the actions” whereby Oklahoma would obtain a \$3.5 million economic windfall and enrichment from North Texas taxpayer coffers. *Id.*

Neither the purpose, scope nor jurisdiction of the NCTCOG Transportation Department extends to acting as publicist, fundraiser, and/or subsidy for the Oklahoma City Chamber of Commerce.

As a closing note, it does not go unnoticed that the NCTCOG Transportation Department’s recent “Topic of the Month” column regarding the purported benefits of the Heartland Flyer makes absolutely no mention of the FIFA World Cup.

Ken Kirkpatrick  
General Counsel  
April 13, 2026  
Page 3

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

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**“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 Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

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

Sincerely,

*/s/ Eric Gambrell*

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP  
2300 N. Field Street  
Suite 1800  
Dallas, TX 75201

akingump.com

**Akin**

April 20, 2026

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

*Re: NCTCOG Transportation Department uses regional taxpayer dollars and NCTCOG government employees to fund production of promotional video for Oklahoma City, Oklahoma tourism*

Dear Mr. Kirkpatrick:

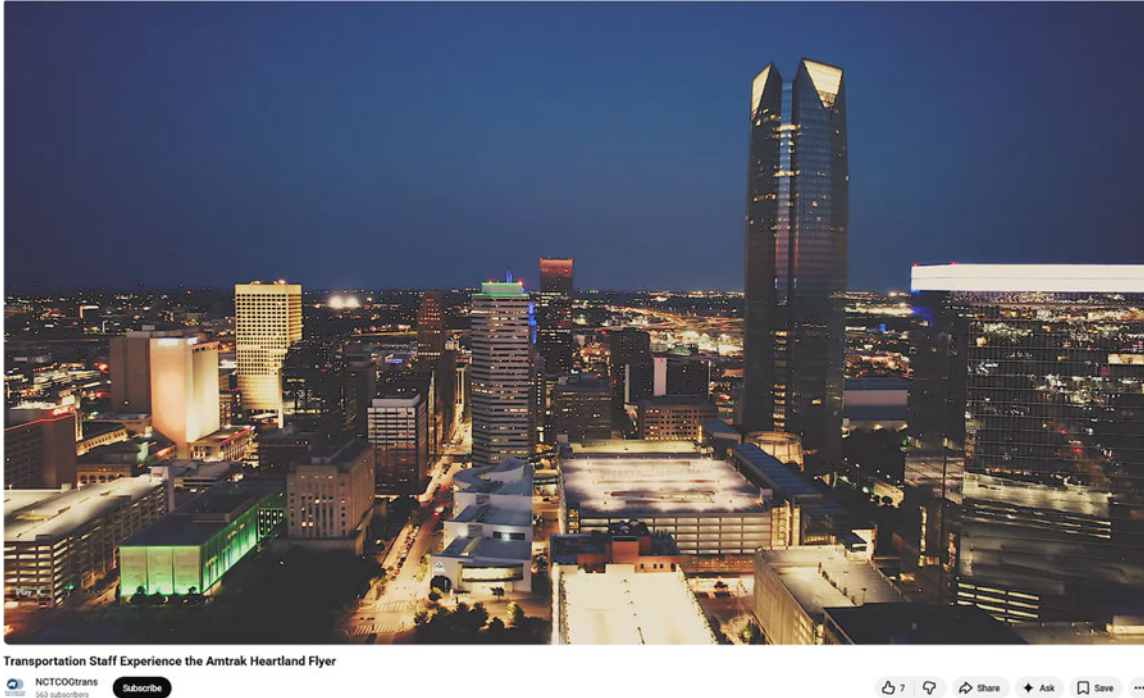
As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The limited purpose of this correspondence is to continue to the discussion relating to the \$3.5 million (\$3,500,000.00) subsidy gift of NCTCOG Regional Toll Revenue taxpayer dollars to prop up Amtrak's Heartland Flyer train to Oklahoma City, Oklahoma.

I provide you, in your capacity as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice that the NCTCOG Transportation Department, ostensibly under the direction and supervision of its Director Michael Morris, appear to have expended North Texas regional taxpayer funds and resources to direct, produce and market a promotional video in an attempt to attract tourists to Oklahoma City, Oklahoma on Amtrak's Heartland Flyer.

As a courtesy, a screenshot and weblink from that NCTCOG-produced video advertisement promoting Oklahoma City businesses, now streaming online, is provided on the following page.

Ken Kirkpatrick  
 General Counsel  
 April 20, 2026  
 Page 2



<https://www.youtube.com/watch?v=OKbCecr8w9g>

At least two NCTCOG employees, over what appears to be the course of two days, recorded their jaunt to various tourist attractions in and around downtown Oklahoma City, Oklahoma. It appears that a third person (and potentially a third NCTCOG-paid employee), operating the video camera, was also part of this NCTCOG Transportation Department team of public employees creating a NCTCOG Transportation Department advertisement to infuse and inject tourist dollars and tax revenues into Oklahoma City.

The promoted Oklahoma City venues that are specifically highlighted in the video include the Jones Assembly bar and concert stage, the Spark restaurant and Myriad Gardens. In what sounds like any typical tourism bureau television commercial, a representative of one of the spotlighted Oklahoma City area attractions hawks in the video that “the sites in Oklahoma City” “really ha[ve] something to offer for everybody.”

Conversely, and starkly, there is not a single mention of any attraction, venue or site anywhere in the NCTCOG’s 16-county region, the 16-county geographic area that the NCTCOG Transportation Department is actually bound to serve.

Beyond the production expenses and loss of valuable NCTCOG-employee time diverted to prop up tourism for another state, significant travel expenses were assumedly incurred for this overnight adventure outside of Texas, including hotel, dining, gratuities, admission tickets, and other costs.

Ken Kirkpatrick  
 General Counsel  
 April 20, 2026  
 Page 3

*Propping up tourism, the tax base, and consumer spending for the businesses of Oklahoma City, and acting as its de facto chamber of commerce, is outside the jurisdiction, scope, purpose and approved budget of the NCTCOG Transportation Department.*

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

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/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP  
2300 N. Field Street  
Suite 1800  
Dallas, TX 75201

akingump.com

**Akin**

April 27, 2026

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

*Re: Update on the City of Arlington's "Transportation Isolationism"*

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").

As we have previously informed you, the City of Arlington is not a member of a regional transportation authority. Instead, it has consistently – for decades – refused to join a regional transportation authority. In my January 3, 2025 correspondence to you, I specifically noted that "NCTCOG has nonetheless overtly but inexplicably sought to reward the City of Arlington for its **transportation isolationism** . . . [including in] propos[ing] that Arlington receive an underground station" in the Arlington Entertainment District to siphon tourist and tax dollars away from the City of Dallas.

As an update, you may be interested in a recent *Dallas Morning News* opinion column, *written by a high-speed rail advocate*, which characterized a city that withdraws from membership in the Dallas Area Rapid Transit (a regional transportation authority) as a "**transit isolationist**." You can conveniently access the column at:

<https://www.dallasnews.com/opinion/commentary/article/leaving-dart-hurt-addison-highland-park-22183740.php>.

It would appear there is little dispute as to the City of Arlington's "transit isolationism," which we reported to you over a year ago.

Ken Kirkpatrick  
General Counsel  
April 27, 2026  
Page 2

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



### Regional Transportation Council Speaker Request Card

**Instructions:**

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

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

Name Tavia Josey  
 Organization, if any Ripples  
 City of Residence Gainesville Zip Code 76240  
 RTC Agenda Item # \_\_\_\_\_

**Please select one of the following:**

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

5

**Please provide written comments below:**

Planning + stewarding.

close to 2M Texans do not have access to vehicles  
TXDOT has admitted, this group knows better than most, we cannot  
pour enough concrete to keep up. We know we have work to do, together.

in 80's a car was 35% of wages - today closer to 55%

Sign a letter of support - [www.ripplesgainesville.org/](http://www.ripplesgainesville.org/)  
(Support-passenger-rail)

Issue an immediate statement of plan to support fund

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING**

**Texas Wesleyan University/Collard Street Improvements Study**

**2026 FIFA World Cup Update**

**Regional Bike Safety Action Plan**

**Bike, Walk, & Roll to School Days 2026**

**Start of 2026 Ozone Season**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, April 13, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [publicinput.com/nctcogapril26](https://publicinput.com/nctcogapril26). Karla Windsor, Senior Program Manager, moderated the meeting attended by 104 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 updated on Oct. 9, 2025. Staff presented information about:

- Texas Wesleyan University/Collard Street Improvements Study (**Sydnee Mangini**)
- 2026 FIFA World Cup Update (**Michael Morris**)
- Regional Bike Safety Action Plan (**Daniel Snyder**)
- Bike, Walk, & Roll to School Days 2026 (**Kyle Hoener**)
- Start of 2026 Ozone Season (**Daniela Tower**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by 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: [publicinput.com/nctcogapril26](https://publicinput.com/nctcogapril26).

**Summary of Presentations**

***Texas Wesleyan University/Collard Street Improvements Study presentation:***

[Texas-Wesleyan-University/Collard-Street-Improvements-Study.pdf](https://publicinput.com/nctcogapril26/Texas-Wesleyan-University/Collard-Street-Improvements-Study.pdf)

The Texas Wesleyan University/Collard Street Improvements Study will focus on improving connectivity between East Lancaster Avenue and East Rosedale Street. The project will develop strategies to enhance safety conditions and multimodal transportation access along this corridor,

which connects two major routes that have received significant transportation investments over the past two decades.

The corridor currently has missing sidewalks and safety gaps that limit walkability and access for students and nearby neighborhoods. To address these issues, NCTCOG is coordinating with regional and local partners on a three-phase planning effort to create a safer, more walkable environment. The study is expected to be completed by winter 2028.

***2026 FIFA World Cup Update presentation:***

[2026-FIFA-World-Cup-Update.pdf](#)

NCTCOG is leading efforts to coordinate and develop the regional transportation plan for the FIFA World Cup games, which will take place this summer over a 30-day period. Staff presented an overview of what to expect and how people will travel around the region during the events. Key initiatives will include the utilization of the Trinity Railway Express (TRE) as the backbone of the transit system, supplementing service with charter buses and coordinating closely with TxDOT to manage roadway operations and safety.

The overall goal will be to move thousands of visitors safely and efficiently while showcasing the region's transportation network. Major venues and operations include AT&T Stadium, Fair Park, and the Kay Bailey Hutchison Convention Center. System tests and rehearsals will be conducted prior to the first match, and World Cup coordination efforts are expected to support long-term improvements to transit service and regional mobility.

***Regional Bike Safety Action Plan presentation:***

[Regional-Bike-Safety-Action-Plan.pdf](#)

The Regional Bicycle Safety Action Plan is a comprehensive, data-driven effort focused on reducing bicycle crashes and improving bicyclist safety across the region. Developed over the past year and a half, the plan supports the long-range Metropolitan Transportation Plan by providing a more focused framework for addressing bicyclist safety issues. The plan identifies priority emphasis areas, bicycle safety corridors and intersections, and establishes a toolbox of countermeasures to guide future investments and local implementation.

The plan is needed due to ongoing safety concerns, including hundreds of bicycle crashes each year, with a disproportionate number occurring at intersections, near schools and close to transit facilities. To address these challenges, the region has taken a multi-faceted approach that combines analysis of statewide crash data with extensive public and stakeholder engagement, including meetings, outreach events and a bilingual safety survey. Informed by public input and aligned with State and regional safety priorities, the plan outlines targeted actions and next steps to improve safety, expand access and support a culture of safety for all roadway users.

To provide comments on the Regional Bicycle Safety Action Plan, visit [publicinput.com/bikesafetyactionplan](http://publicinput.com/bikesafetyactionplan).

***Bike, Walk & Roll to School Days 2026 presentation:***  
[Bike,-Walk,-& Roll-to-School-Days-2026.pdf](#)

NCTCOG staff presented an overview of national walking and bicycling initiatives, including Bike & Roll to School Day and Walk & Roll to School Day. Bike & Roll to School Day is an annual event that promotes active transportation while supporting roadway safety and broader regional mobility objectives. Held on May 6, the initiative encourages students to bike, walk or roll to school together. In addition to enhancing roadway safety awareness, the event promotes physical activity, supports health and wellness, reduces traffic congestion and improves air quality. NCTCOG supports regional participation by providing planning guidance, promotional materials and coordination resources.

For more information on Bike & Roll to School Day, visit <http://www.nctcog.org/walkbikeroll>.

***Start of 2026 Ozone Season presentation:***  
[Start-of-2026-Ozone-Season.pdf](#)

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravates lungs and can inflame and damage the airway.

North Texas is currently in violation of two ozone standards, one for 2008 and one for 2015. The current classification under the 2015 standard is serious, with an attainment date of July 20, 2027 and severe under the 2008 standard, with an attainment date of August 3, 2027.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

## COMMENTS RECEIVED DURING THE MEETING

### **2026 FIFA World Cup Update**

**Samarie Goffney, Shorthorn in Arlington (Media)**

A. Test scenarios

**Question:** What are the scenarios you are planning to go over in the meeting on April 16<sup>th</sup>?

**Summary of response by Michael Morris:** For safety reasons, I don't want to go over all the scenarios. However, one example scenario might be that we have a mechanical issue with the TRE train coming out of downtown. We would then initiate a bus bridge and take folks directly to the stadium. Another scenario might be the National Weather Service indicating a thunderstorm or lightning or some other element that would trigger safety protocol in a certain part of our region. Anything we can think of, we will trigger and walk through.

**Phyllis Silver, Citizen**

A. Planning compliments

**Comment:** Michael Morris, kudos with the FIFA planning. I know you mentioned it has been three years in the making and it is exciting that you have sorted out every possible twist and turn.

**Regional Bike Safety Action Plan**

**Phyllis Silver, Citizen**

A. NCTCOG representation at DART Bike to Work Day

**Comment:** I am not a bicyclist myself, but I am a very avid pedestrian, and I feel like that is very closely aligned with bicycling. On May 15, DART is having a Bike to Work Day, and I attended last year, which was amazing. There was a wonderful table that NCTCOG set up telling us about the trails and bicycle safety. Can Daniel comment on whether NCTCOG is going to be present at the DART event this year?

**Summary of response by Daniel Snyder:** Yes, we will have someone assisting and handing out educational materials.

**Other**

**Phyllis Silver, Citizen**

A. Deadline clarification

**Comment:** Is there a deadline for comments this month. I know it is 30 days, but I would like to know the exact date.

**Summary of response by Karla Windsor:** Yes, May 12 will be the comment deadline.

**Jeremy Wilson, Citizen**

A. Traffic signal technology

Please see Attachment 1 for comments submitted via comment form.

**Summary of response by Katherine Cadena:** Thank you for your comment and for sharing your technology. The North Central Texas Council of Governments supports innovation in traffic systems but does not directly operate signals. New technologies are typically evaluated through partnerships with local cities or agencies that own and manage their infrastructure, often starting with pilot programs. We encourage you to connect with local jurisdictions interested in piloting solutions.

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

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 2 for comments submitted via postal mail.

*AI Disclosure: This document was edited with the support of Artificial Intelligence*



North Central Texas Council of Governments

### Public Meeting Comment Form

**Instructions:**

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
- I wish to submit a written comment at the public meeting
- I wish to make both oral and written comments at the public meeting

Name Jeremy Wilson

Organization XTraffic

Date 04/13/26

Meeting Location North Central Texas Council of Governments.

Please provide written comments below:

Is there a established process for NCTOG to evaluate innovative traffic systems?

Our software improves the efficiency and safety of traffic signals and we are looking for cities to run pilot programs with.

To submit comments or questions by mail, fax, or e-mail, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [transinfo@nctcog.org](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

April 13, 2026

Comments + Questions

FIFA World Cup 2026, Transportation

Comment: This presentation shows excellent planning on the part of the Transportation Committee

Question - The presentation mentions, for example on pg. 5, the number of matches and it mentions what day of the week (Thurs. + Saturday) however, except for page 11 (International Broadcast Center) mentioning January to August 2026, I don't see specific dates of the matches. During the live meeting, the date of June 14 was stated <sup>as a start date</sup>. I'm wondering if perhaps the dates were not known when the presentation was printed up or if there is another reason why the dates of the world cup matches are not stated. In any case, I would be interested to know these dates.

Regional Bike Safety Action Plan

Comment - This sounds like an excellent program to increase the culture and awareness of safety.

Bike, Walk and Roll to School Days 2026

Comment - I think it's wonderful getting the committee together to promote and encourage such a healthy and collaborative event. This is great to promote a community-minded spirit.

Question

On page 3 and page 4, the terminology "bike bus" is mentioned. During the meeting this terminology was also used. Can you let me know what a bike bus is?

## Start of the 2026 Ozone Season

Question:

pg. 5 - What caused the spike in the 2005 levels?

Phyllis Schine 4/27/2026



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

**JUNE 8 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011**

## PRESENTATIONS

### HEAVY DUTY DIESEL EMISSIONS TAMPERING DETECTION

Staff has recently acquired devices as part of a Truck Assessment and Goods Movement Demonstration Project that can detect if an emissions system has been tampered with by scanning the truck's computer. Staff will be collaborating with truck fleets and local commercial vehicle law enforcement officers to conduct tests and scan trucks throughout the region.

### PARKING REQUIREMENT FINDINGS AND MANAGEMENT BEST PRACTICES UPDATE

The Parking Requirements Evaluation reviews 126 North Texas sites from the NCTCOG Regional Parking Demand Database and compares required parking to actual parking utilization. Findings suggest cities and developers should expand their use of parking management tools and strategies. To support this work, NCTCOG has updated a Toolbox of Best Practices to help stakeholders improve parking outcomes for regional transportation and development. More information: [nctcog.org/parking](https://nctcog.org/parking)

### MOBILITY 2050 TRANSPORTATION CONFORMITY DETERMINATION

On April 30, 2026, the US Department of Transportation granted a successful transportation conformity determination for Mobility 2050. The

Clean Air Act of 1990 requires Metropolitan Planning Organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed. Staff will present any effects on final project recommendations due to the Transportation Conformity review process.

## ONLINE REVIEW + COMMENT

### DRAFT REGIONAL BIKE SAFETY ACTION PLAN

No in-person presentation. Handout will be linked online at:

[publicinput.com/bikesafetyactionplan](https://publicinput.com/bikesafetyactionplan)

## RESOURCES + INFORMATION

Administrative Revisions to Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

[publicinput.com/nctcogJune26](https://publicinput.com/nctcogJune26)

Look Out Texans: Bicycle Safety Tips

[LookOutTexans.org](https://LookOutTexans.org)

Interactive Public Input: Map Your Experience

[nctcog.org/mapyourexperience](https://nctcog.org/mapyourexperience)

*For special accommodations due to a disability or for language interpretation, contact Katherine Cadena at 817-695-9109 or [kcadena@nctcog.org](mailto:kcadena@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](https://arlingtontx.gov/ondemand).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogJune26](https://publicinput.com/nctcogJune26) or participate via phone by dialing 855-925-2801 then code **2070***

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