

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, July 24, 2026

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connections Password: rangers!)**

- 1:30 – 1:35**
1. **Approval of May 22, 2026, Meeting Summary**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Kelly Porter, STTC Chair
Item Summary: Approval of the May 22, 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 2027-2030 Transportation Improvement Program Technical Modifications**
Presenter: Brian Dell, NCTCOG
Item Summary: Surface Transportation Technical Committee endorsement of the Regional Transportation Council's approval of technical modifications to the 2027-2030 Transportation Improvement Program (TIP) will be requested.
Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. The TxDOT Transportation Planning and Programming division reviewed the document and requested minor changes be made to a few entries prior to submittal of the Statewide TIP Program to the United States Department of Transportation. These updates are primarily administrative in nature. [Electronic Item 2.1](#) contains a list of the proposed updates to the project listings. An updated/improved format of Appendix C is also included. The updated financially constrained project listings and

TIP document (including Appendix C) are available at the following weblink:

<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2027-2030-transportation-improvement-program>.

Performance Measure(s) Addressed: Roadway, Transit

2.2. Approval of North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Presenter: Juliana VandenBorn, NCTCOG

Item Summary: Staff will provide an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. A recommendation of Regional Transportation Council (RTC) approval of funding recommendations will be requested.

Background: In 2025, the North Central Texas Council of Governments was awarded \$60 million from the Environmental Protection Agency through the Clean Heavy-Duty Vehicles Program to replace heavy-duty internal combustion vehicles with zero-emission vehicles, install supporting infrastructure, and conduct workforce development/training related to zero-emissions vehicles. A CFP providing \$58.6 million for vehicle replacement activities was opened on October 24, 2025. RTC approved the first round of awards on April 9, 2026. Since then, additional information has led staff to recommend some modifications to the initial awards approved. In addition, staff has developed funding recommendations for applications received by the second and third deadlines for competitive review, which were May 15, 2026, and June 19, 2026, respectively. Funding recommendations are summarized in [Electronic Item 2.2.1](#). Additional detail on project scoring is provided in [Electronic Item 2.2.2](#). This is the second in a series of approvals that will be requested as staff continues to accept applications for this program through rolling deadlines. Staff is actively working to support applicants for the next funding round. A flyer promoting the opportunity is available in [Electronic Item 2.2.3](#). Distribution of this flyer is encouraged to help promote the program to local fleets. Additional program details can be found at www.nctcog.org/NTxZEV.

Performance Measure(s) Addressed: Air Quality.

2.3. **US 67 at Chisholm Trail Parkway**

Presenter: Christie Gotti, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of a funding partnership with the Texas Department of Transportation (TxDOT) will be requested.

Background: The TxDOT-Fort Worth District has requested funding assistance for congestion, accessibility, and safety improvements on Nolan River Road at United States (US) 67 where Chisholm Trail Parkway (CTP) terminates. The two-lane roadway and bridge experience frequent congestion and long queues, which will be further exacerbated once the widening of the CTP to four lanes is complete in 2028. The current construction cost is \$15 million, and Metropolitan Planning Organization staff recommend that construction be funded with \$12 million of Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds (TxDOT would cover the match of \$3 million). Details of the project and proposed funding partnership can be found in [Electronic Item 2.3](#).

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:50

3. **Technology Project Selection**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Braulio Bessa, NCTCOG

Item Summary: Staff will present the recommended projects from the 2026 Technology Project Identification Call for Projects, including proposed funding sources, and request the Committee's recommendation for Regional Transportation Council approval.

Background: The 2026 Technology Project Identification Call for Projects was conducted to identify innovative transportation technology projects that address regional needs and priorities. Public agencies submitted project ideas for review, and staff completed the eligibility and evaluation process. Additional details are provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Safety

1:50 – 2:00

4. **Updates to the Southern Dallas Inland Port Rebuilding American Infrastructure with Sustainability and Equity Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Bobby Gomez, NCTCOG

Item Summary: Staff will request the Committee's recommendation for Regional Transportation Council (RTC) approval for a Local backstop for Surplus Electric Vehicles (\$1,004,000) to be repurposed and increased by \$239,247 (total \$1,243,247) to meet contractual obligations, for staff direction to identify entities to purchase or receive these vehicles and offset the costs to RTC, and \$30,000 for insurance costs due to the vehicles being titled to North Central Texas Council of Governments (NCTCOG).

Background: In December 2024, the RTC approved a local backstop for the purchase of eight electric vehicles and required in-plant inspection services. After contract execution, Federal Transit Administration directed NCTCOG to remove electric vehicles from the grant. Staff is requesting to repurpose existing RTC Local backstop to mitigate potential contract enforcement risk and create regional opportunities for electric vehicles. Details are provided in [Electronic Item 4](#).

Performance Measure(s) Addressed: Administrative, Transit

2:00 – 2:10

5. **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 Category 12 funds proposed for approval by the Texas Transportation Commission (TTC), and a recommendation for Regional Transportation Council (RTC) action on the proposed changes for the Regional 10-Year Plan Update will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization [MPO] selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for 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, MPO 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 5.1](#) includes

additional information about the process. [Electronic Item 5.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 5.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

6. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. Fédération Internationale de Football Association (FIFA) 2026 FIFA World Cup
2. Status of Federal Transit Administration 2026 Triennial Review
3. Status of Rockwall County Agreement
4. Legislative Update – The Better Utilizing Investments to Leverage Development America 250 Act ([Electronic Item 6.1](#))
5. Three-Party Agreement
6. Settlement Agreement
7. Two-Party Agreement
8. City of Irving Environmental Career Symposium – Friday, September 11, 2026, 1:00 – 4:00 pm ([Electronic Item 6.2](#))

Performance Measure(s) Addressed: Administrative, Transit

2:20 – 2:30

7. 2025 Regional Safety Performance Measures Report

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will provide an update on items included in the 2024 Regional Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Regional Safety Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics including regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management courses, Roadside Assistance Program statistics, and analysis relating to the Regional Roadway Safety Plan emphasis areas. The 2025 NCTCOG Safety

Program Performance Measures Report and Regional Crash Fact Sheet are included as [Electronic Item 7](#).

Performance Measure(s) Addressed: Safety

2:30 – 2:40

8. North Central Texas Council of Governments Regional Transportation Council Landbanking Program Overview

☐ Action ☒ Possible Action ☐ Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide an overview of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) Landbanking Program, including its history, goals, and previously funded projects. Staff will also brief RTC on an upcoming potential landbanking project.

Background: The NCTCOG RTC Landbanking Program was established by the RTC as a part of the 2005-2006 Sustainable Development Call for Projects. The program provides funding assistance for local governments to facilitate land acquisition for economic development purposes. The management of Landbanking Program funds was determined by Resolution R06-05 passed by the RTC in May 2006 (See [Electronic Item 8.1](#)). NCTCOG staff developed a process for the purchase and future unbanking of properties. Under the program, NCTCOG required that, at a minimum, RTC landbanking projects must return RTC-approved funding upon resale, use, or lease of land acquired under the program. Funds will be reallocated to the next Sustainable Development Call for Projects and RTC action is required to reprogram funds. Since its inception, the program has funded four landbanking projects. Projects are in varying stages of implementation or completion. A new landbanking project in the City of Everman has recently been proposed. This project was a recommendation from the Forest Hill Drive Planning Study conducted by NCTCOG. Staff will share project details and next steps with the RTC provided in [Electronic Item 8.2](#).

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

2:40 – 2:50

9. Spatial Data Cooperative Program Overview

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Shelley Broyles and James McLane, NCTCOG

Item Summary: Staff will present information on the Spatial Data Cooperative Program (SDCP), an annual North Central Texas Council of Governments (NCTCOG) program through which local governments and other entities can cooperatively purchase aerial photography and related data products at cost-effective

prices. Planning is underway for the 2027 cycle, and the program is currently seeking commitments from interested partners.

Background: SDCP is administered by NCTCOG's Information and Innovation Services (IIS) Department. For over 20 years, SDCP has facilitated the acquisition of aerial photography, elevation data, and derived data products for participating entities. These data products are actively used by program participants to support a variety of initiatives, including, but not limited to, asset management, engineering, hydrological analyses, and transportation planning. As the number of participants in the program increases, the cost per square mile for these data products decreases for all participants due to SDCP's cooperative model and economies of scale. Many entities represented on the Surface Transportation Technical Committee are already active participants in the program. NCTCOG's Transportation Department and the Texas Department of Transportation Dallas and Fort Worth districts typically partner to participate in SDCP in odd-numbered years, resulting in substantially lower costs per square mile as much of the region is covered. [Electronic Item 9](#) provides additional details.

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

2:50 – 3:00

10. **Federal Performance Measures Update: Congestion Mitigation and Air Quality Performance and Transit Asset Management**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Jenny Narvaez and Evan Paret, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee on federally required performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: Federal performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP--21) and carried through in the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA). These laws and subsequent related rulemaking require that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of five rulemakings: Highway Safety (PM1), Infrastructure Condition (PM2), System Performance/Freight/Congestion Mitigation

and Air Quality (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plans (PTASP). Each performance measure rulemaking consists of several specific performance measures. The second performance period for all federal performance measures ends in 2026, whereas the third performance period begins in 2026 and ends in 2030. An update will be provided on progress for the Congestion Mitigation and Air Quality measures (commonly known as PM3) and TAM. Draft targets for the PM3 measures and TAM will be included for future adoption by the Regional Transportation Council on September 10, 2026, to meet the required federal due dates in October 2026. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality, Transit

3:00 – 3:10

11. 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. *Brian Wilson* – Progress North Texas (Handout)
2. *Brian Dell* – Upcoming Project Selection Opportunity ([Electronic Item 11.1](#))
3. *Braulio Bessa* – Smart and Resilient Urban Mobility and Energy Integration Framework ([Electronic Item 11.2](#))
4. *Daniel Snyder* – Training Course: Public Right-of-Way Accessibility Guidelines www.nctcog.org/PROWAG26
5. *Daniela Tower* – Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas ([Electronic Item 11.3](#))
6. *Daniela Tower* – 2026 Ozone Season Update ([Electronic Item 11.4](#))
7. *Juliana VandenBorn* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
8. *Juliana VandenBorn* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
 - April–May Public Comments Report ([Electronic Item 11.5](#))
 - July Public Meeting Flyer ([Electronic Item 11.6](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 28, 2026.**

MEETING SUMMARY**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, May 22, 2026**

The Surface Transportation Technical Committee (STTC) met on Friday, May 22, 2026, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the April 24, 2026, Meeting Summary:** Approval of the April 24, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the April 24, 2026, meeting was approved as submitted in Electronic Item 1. James Gaertner (M); Paul Luedtke (S).

2. **Consent Agenda:**

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

Endorsement of the Regional Transportation Council's approval was requested for the activities approved by the RTC on May 14, 2026, for the \$10,033,037 in United States Department of Transportation Federal Transit Administration funding to prepare transit agencies for the 2026 Fédération Internationale de Football Association World Cup.

The Committee approved staff's recommendation in Item 2.1 on the Consent Agenda. Chad Marbut (M); Mark Nelson (S). The motion passed.

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:** Michael Morris and Dan Kessler requested endorsement of the Regional Transportation Council (RTC) approval of the Texas Department of Transportation (TxDOT) agreement that contains the responsibilities of the RTC being the Metropolitan Planning Organization. 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.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Eron Linn (S). Chris Flanigan abstained. The motion passed.

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



RTC May 2026 – MPO Planning Agreement

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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**: Michael Morris presented the proposed Texas Department of Transportation Agreement that 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.

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

5. **Fiscal Year 2025-2026 Railroad Crossing Elimination Program**: Valerie Alvarado requested Surface Transportation Technical Committee endorsement of the Regional Transportation Council approval of the submittal of candidate projects for the Fiscal Year 2025-2026 Railroad Crossing Elimination Program on May 14, 2026. Applications are due to the Federal Railroad Administration by June 8, 2026.

The Committee approved staff's recommendation as illustrated below. Dillon Maroney (M); Kelly Porter (S). The motion passed.

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.



Railroad Crossing Elimination Program

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6. **Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program:** Valerie Alvarado requested the Committee's recommendation for Regional Transportation Council approval of candidate projects to be submitted for the Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program. Applications are due to the Federal Railroad Administration by June 22, 2026.

The Committee approved staff's recommendation as illustrated below. Dillon Maroney (M); Kelly Porter (S). The motion passed.

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.

STTC Action Item – May 22, 2026

 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program

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7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
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)
The Surface Transportation Technical Committee officers for the 2026-2027 term are Kelly Porter, Chair, Assistant Director of Transportation and Public Works, City of Fort Worth; Mark Nelson, Vice Chair, Director of Transportation and Mobility, City of Richardson; and Daniel Burnham, Secretary, Director of Transportation and Mobility, City of Richardson.
 4. Status of Rockwall County Agreement
8. **2027 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on anticipated revenues and proposed changes for the Regional 10-Year Plan Update.
9. **Regional Bicycle Safety Action Plan:** Catherine Richardson provided 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.
10. **Technology Project Identification Submitted Ideas and Evaluation Update:** Braulio Bessa provided an overview of submitted project ideas received through the 2026

Technology Project Identification Call for Projects and outlined next steps in the review and evaluation process.

11. **Dallas-Fort Worth High-Speed Rail: Update and Next Steps**: Ezra Pratt provided information as 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 Executive Board approve the Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Step 1 consultant contract. Staff provided 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 also covered 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 DFWHSR Study National Environmental Policy Act 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. The RTC approved specific guidance for staff to facilitate a meeting between RTC members from the Cities of Dallas, Arlington, and Fort Worth, as well as Dallas County and Dallas Area Rapid Transit to discuss a path forward for high-speed rail in the region.
12. **Fast Facts**: Staff provided brief presentations on Items 1 through 9 below:
 1. Charles Marsh – Submittal Deadline for Transportation Improvement Program Modification Requests for the Fourth-Quarter Cycle
 2. Denise Koon – High-Occupancy Vehicle/GoCarma Quarterly Report
 3. Benjamin Whisnant – Draft North Texas Transit-Oriented Development Progress Report Ready for Local Review (www.nctcog.org/TOD)
 4. Jeron Capps presented for 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)
 6. Daniela Tower – 2026 Ozone Season Update
 7. Quinnton DeBolt – Air Quality Funding Opportunities (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
 - March – April Public Comments Report
 - April Public Meeting Minutes
 - June Public Meeting Flyer
13. **Other Business (Old or New)**: No items were provided.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on July 24, 2026**.

Meeting adjourned at 3:11 p.m.

**TECHNICAL MODIFICATIONS TO THE
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT DESCRIPTION	PROPOSED REVISION
11633.2	0902-00-195, 0902-00-178	NCTCOG	M&O - PROGRAM OVERSIGHT COORDINATION, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ DBE PRGM (INCLUDING OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	CORRECT TYPO TO SPELL DEVELOPMENT CORRECTLY
13006	0353-03-100	TXDOT-FORT WORTH	SH 114 FROM FM 1938 TO DOVE RD; CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS	CORRECT ENTRY TO REFLECT PREVIOUSLY APPROVED CONSTRUCTION FUNDING AS A SOFTWARE GLITCH RESULTED IN FUNDING BEING ZEROED OUT AND THE CATEGORY CHANGED IN ERROR; PROJECT STARTED WITH \$33 MILLION OF CATEGORY 2 AND SHOULD REMAIN WITH \$33 MILLION OF CATEGORY 2
21007.1	0902-90-405	FORT WORTH	HERITAGE PARK PEDESTRIAN TRAIL FROM NORTH HOUSTON ST AND WEST BELKNAP ST TO TRINITY RIVER TRAILS; CONSTRUCT A SHARED USE PATH CONNECTING DOWNTOWN FORT WORTH TO TRAILS ALONG THE TRINITY RIVER	MODIFY LIMITS FROM MAIN STREET ST NEAR BELKNAP ST TO NORTH HOUSTON ST AND WEST BELKNAP ST TO TRINITY RIVER TRAILS
21049	0918-47-333	TXDOT-DALLAS	VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB)	ADJUST LIMITS TO FIT WITHIN CHARACTER LIMITS (BY APPREVIATING WORDS) WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
24022	0902-90-335	FORT WORTH	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE; CONSTRUCT SECOND BRIDGE AT EAST ENTRANCE TO NASJRB FORT WORTH	MODIFY SCOPE AS NOTED HERE: CONSTRUCT SECOND BRIDGE AT EAST SIDE OF ENTRANCE TO NASJRB FORT WORTH

**TECHNICAL MODIFICATIONS TO THE
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT DESCRIPTION	PROPOSED REVISION
24032	0902-90-415	NCTCOG	FLOODED ROADS INFORMATION SYSTEM PROJECT; REGIONWIDE; IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING USERS OF A HIGH PROBABILITY OF WATER POOLING, PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	ABBREVIATE LIMITS TO FIT WITHIN CHARACTER LIMITS WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
24035	0902-90-338	TARRANT CO	FOREST HILL DRIVE FROM LON STEPHENSON ROAD TO SHELBY ROAD; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	ADJUST FUNDING SHARES (FEDERAL FUNDS WERE INCORRECTLY LISTED UNDER STATE COLUMN INSTEAD OF FEDERAL COLUMN)
25012.2	0902-90-340	FORT WORTH	BOUNDED BY VERBENA STREET ON THE SOUTH, EVANS AVE ON THE WEST, EAST PULASKI ST ON THE NORTH, AND NEW YORK AVE ON THE EAST; RECONSTRUCT AND MANAGE PARKING (TO BE PUBLICLY OWNED/LEASED), CONSTRUCT STREETScape AND SECURITY ENHANCEMENTS, ADD LIGHTING	MODIFY LIMITS TO FIT WITHIN CHARACTER LIMITS (REMOVED PUNCTUATION ONLY) WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
25012.4	0000-02-089	FORT WORTH	DEPLOY BROADBAND AS A TRAVEL DEMAND MANAGEMENT PROGRAM TO REDUCE THE NEED FOR SINGLE OCCUPANT VEHICLE TRAVEL; BOUNDED BY IH 35W TO THE WEST, EAST ROSEDALE ST ON THE SOUTH, TERRELL AVE ON THE NORTH, AND SOUTH RIVERSIDE DR ON THE EAST	ABBREVIATE LIMITS TO FIT WITHIN CHARACTER LIMITS WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
25066.2	0581-01-157	DALLAS	SL 12 AT CARBONDALE; CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	REVISE FUNDING CATEGORY FOR CONSTRUCTION FROM CMAQ TO STBG TO PREVENT POSSIBLE ELIGIBILITY ISSUE
40100	0918-24-319	PLANO	LOS RIOS PARK TRAIL FROM EXISTING BOB WOODRUFF PARK TRAIL TO EXISTING COTTONWOOD CREEK GREENBELT TRAIL; CONSTRUCT NEW SHARED-USE PATH	CLARIFY FUNDING SHARES FOR TDCS AS LOCAL INSTEAD OF LOCAL CONTRIBUTION
52501	3372-01-010	TXDOT-FORT WORTH	FM 3391 FROM 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	CLARIFY FUNDING CATEGORY FOR ENGINEERING PHASE AS 10 EARMARK INSTEAD OF JUST CATEGORY 10



North Central Texas
Council of Governments



Approval of North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Juliana VandenBorn
Senior Air Quality Planner

Surface Transportation Technical Committee

July 24, 2026

North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects Background

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

EPA program purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

NCTCOG purpose: Improve air quality by reducing ozone-forming emissions from heavy-duty trucks

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
Total Federal Funding:	\$60 million	



Call for Projects Scope/Eligibility

\$58.6 Million: Rebates to Replace Class 6 or Class 7 “vocational vehicles”* with zero-emissions trucks

Both battery electric and hydrogen fuel cell electric trucks eligible

Can fund supporting charging/fueling infrastructure if needed

Both public and private sector fleets eligible

Example “vocational vehicles” include:

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Photo Credit: NCTCOG/Trinity Metro

Refuse Hauler



Other Vocational Vehicles**



*Includes gross vehicle weight of 19,501-33,000 pounds; “vocational vehicles” defined by [49 CFR Part 523](#)

**School bus eligible only if NOT operated as a typical school bus for student transport; “Other” could include dump trucks, etc.

Project Requirements

Comply with all EPA program requirements, including:

- Replace internal combustion vehicle with zero-emission vehicles (*no fleet expansion*)
- Old and new vehicles must meet operational requirements and have similar form and function

Comply with elements from NCTCOG, including:

- Vehicles must operate primarily within the NCTCOG 16-County region
- Attend appropriate zero-emission vehicle training
- Must adopt, or demonstrate consistency with, the Clean Fleet Policy (RTC Resolution R14-10)*

Scoring Criteria: Up to 100 Points

Vehicle Cost per Ton - Up to 30 Points Cost per ton of nitrogen oxides and volatile organic compound reduced	Impact on Regional Air Quality - Up to 30 Points Amount of time operating in priority areas, idling hours, and vehicle disposition method
Feasibility and Risk - Up to 25 Points Implementation plan, damage mitigation, NCTCOG administrative burden	Long-Term Sustainability Efforts - Up to 15 Points Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources

*To assist applicants, providing clarification that applicants can adopt a consistent policy between time of application and project completion



Requested Changes to “Round 1” Approved Awards

2 Approved Awards:

Awardee	Activities Previously Approved	Requested Changes to Activities	Reasoning for Requested Changes	Revised Total Approximate Local Contribution (from Applicant)	Revised Total Award Amount (EPA Funds)
City of Dallas	Replace 5 diesel “other vocational vehicles” (dump trucks) with 3 battery-electric versions	Remove 1 awarded activity due to ineligibility; Decrease total award amount	Ineligible vehicle; does not meet minimum operation requirements	\$430,928	\$710,000
United Parcel Service. Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	No activity changes; Increase total award amount	Maximize award amount per vehicle per EPA funding cap*	\$759,909	\$2,720,000
Revised Total for Round 1 Awards					\$3,430,000
Balance Remaining After Revised Round 1 Awards					\$55,170,000

*NTxZEV program will maximize all awards based on EPA’s Maximum Funding Cap per truck replacement



“Round 2 & 3” Application and Award Summary

3 Total Applicants

1 Complete Eligible Application

1 Application Pending Additional Information; Coordination Ongoing

1 Ineligible Application

Recommended Awards:

Applicant	Activities Requested	EPA Funds Requested		Approximate Local Contribution	Recommended		
		Vehicle	Infrastructure		Old Vehicles Replaced	New Vehicles Acquired	EPA Funds
RoadRunner Charters, Inc.	Replace 1 diesel “other vocational vehicle” (charter bus) with 1 battery-electric version and install supporting infrastructure	\$355,000	\$60,000	\$545,000	1	1	\$355,000*
Total Recommended for Rounds 2 & 3					1	1	\$355,000
Revised Total Recommended for Round 1					21	19	\$3,430,000
Balance Remaining for Future Applications							\$54,815,000



Applicant Resources

- Virtual Weekly Office Hours with NCTCOG: Mondays at 10:00am
- Resources to help identify eligible vehicles
- Technical assistance from the National Lab of the Rockies
- Recordings of how to fill out the application, program information, and more.

All resources are FREE and available at
www.nctcog.org/NTxZEV

NORTH TEXAS ZERO EMISSIONS VEHICLES CALL FOR PROJECTS

Up to \$55.4 million is available for fleets to replace existing heavy-duty vehicles with zero-emission vehicles

Applications are due every 3rd Friday of the month at 5 PM CT, until funds are exhausted

Eligible Projects: Replacement of existing Class 6 and 7 vocational vehicles operating primarily in the NCTCOG region with battery-electric or hydrogen fuel cell electric vehicles

- Vocational vehicles can include Step Vans, Box Trucks, Street Sweepers, Bucket Trucks, Refuse Haulers, Transit Buses, Dump Trucks, and more

Eligible Applicants: Public or private fleets

Funding Level: Up to 33% to 80% of the new vehicle price

Interested? Check out our FREE Resources:

- Technical Assistance from the Natl Lab of the Rockies
- Resources to help find vehicles/vendors
- Attend office hours for application assistance with NCTCOG staff

Weekly Office Hours

- Weekly on Monday
- 10:00 AM - 11:00 AM CT
- Virtual via Microsoft Teams (link on website)

JOIN US

www.nctcog.org/NTxZEV

Image Source: NCTCOG



See Electronic Item 2.2.3 for Flyer
NCTCOG staff available to support local events,
meetings, etc. to reach potential applicants



Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 2 Call for Projects Deadline	Friday, May 15, 2026
Round 3 Call for Projects Deadline	Friday, June 19, 2026
STTC Recommendation of Round 2 & 3 Awards	July 24, 2026
RTC Approval of Round 2 & 3 Awards	July 23, 2026
Executive Board Approval of Round 2 & 3 Awards	July 24, 2026
Ongoing Rolling Application Deadlines to Fully Award Funds	3rd Friday of every month by 5 PM CT; Applications must be received “in-hand” by the deadline
Recommended Final Deadline	Friday, December 18, 2026
Deadline for Project Completion	October 29, 2027



Requested Action – North Texas Zero Emissions Vehicles Call for Projects

RTC approval of:

- Proposed changes to previously approved Round 1 funding recommendations for City of Dallas and United Parcel Service, Inc. as outlined in Electronic Item 2.2.2
- Proposed Round 2 & 3 funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 2.2.2
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – July 24, 2026



Contact Us



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Project Website: www.nctcog.org/NTxZEV



North Texas Zero Emissions Vehicles Project: Round 3 Funding Recommendations																																		
Project Information																		Scoring						Funding Information										Comments
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Estimated Project Cost		Federal Funds Requested			Estimated Approximate Local Contribution			Recommended Award (Equal to EPA Funding Cap for Vehicle/Fuel Type)			
				Fuel Type	Vocation	Model Year	Average Annual Mileage	Average Annual Idling Hours	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO _x Reduced	Cost per Ton VOC Reduced	Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points		Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total				
																							Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total				
1	5707	RoadRunner Charters, Inc.	Private	Diesel	Other Vocational Vehicle (Charter Bus)	2016	12,940	300	Sell	Battery-Electric	Yes - L2	85	10	5	0	\$1,367,061	\$42,708,870	30	18	17	12	80	\$900,000	\$60,000	\$355,000	\$60,000	\$415,000	\$545,000	\$60,000	\$605,000	\$355,000			
Total																												\$355,000						
Balance of Funds Remaining																												\$54,815,000		Includes Revised Round 1 Total Award Amounts				

North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations																																		
Project Information																		Scoring						Funding Information										Comments
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas					Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Estimated Project Cost		Federal Funds Requested			Approximate Local Contribution			Recommended Award		
				Fuel Type	Vocation	Model Year	Average Annual Mileage	Average Annual Idling Hours	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NT&ZEV Priority Areas	Cost per Ton NO _x Reduced	Cost per Ton VOC Reduced	Vehicle						Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total				
1	0734	City of Dallas	Public	Diesel	Other Vocational Vehicle (Dump Truck)	2000	4,473	858	Scrap	Battery-Electric	No	100	0	0	0	\$429,992	\$4,954,492	22	27	20	11	80	\$299,179	\$0	\$194,464	\$0	\$194,464	\$104,715	\$0	\$104,715	\$194,464	Vehicle meets minimum operation requirements based on idling hours UPDATE SINCE ROUND 1: Additional information provided confirmed this vehicle is ineligible; vehicle does not meet minimum operation requirements		
2	0980	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,826	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,645,352	\$953,802	26	16	22	12	75	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
3	1992; 8543	City of Dallas	Public	Diesel; Diesel	Other Vocational Vehicle (Dump Truck)	2002; 2002	6,705; 3,605	66; 123	Scrap	Battery-Electric	No	100	0	0	0	\$339,876	\$3,922,652	23	20	20	11	74	\$570,464	\$0	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements		
4	0893	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,612	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,695,982	\$964,169	24	16	22	12	73	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
5	0649	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,464	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,721,828	\$971,207	23	16	22	12	72	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
6	4886; 1994	City of Dallas	Public	Diesel	Other Vocational Vehicle (Dump Truck)	2008; 2002	5,374; 4,802	73; 88	Scrap	Battery-Electric	No	100	0	0	0	\$520,719	\$7,282,051	20	20	20	11	71	\$570,464	\$0	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements		
7	0833	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,885	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,111,109	21	16	22	12	70	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
8	6169	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	15,175	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$770,219	\$17,168,431	19	16	22	12	68	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
9	8215	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,963	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,172,294	20	15	22	12	68	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
10	2723	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,268	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,398,524	\$1,149,506	18	16	22	12	67	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
11	6144	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	14,491	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$807,620	\$18,352,461	17	16	22	12	66	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
12	9500	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,715	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,327,003	\$1,190,652	17	15	22	12	65	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
13	0986	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	16,379	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,668,608	\$1,212,349	15	16	22	12	64	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
14	9516	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,347	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,435,178	\$1,215,117	14	15	22	12	62	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
15	0839	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	15,520	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,927,976	\$1,279,378	12	16	22	12	61	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
16	0566	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	14,967	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,068,775	\$1,327,235	11	16	22	12	60	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
17	9842	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	13,523	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,322,214	\$1,470,225	9	15	22	12	57	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
18	8228	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	12,733	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,661,929	\$1,560,766	8	15	22	12	56	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
19	7836	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	12,931	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,913,571	\$1,538,212	6	16	22	12	55	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
20	9861	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	11,677	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$6,188,620	\$1,700,388	5	15	22	12	53	\$188,701	\$16,000	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type		
Revised Total																											\$3,166,405		UPDATE SINCE ROUND 1					
Revised Balance of Funds Remaining																											\$55,433,595		UPDATE SINCE ROUND 1					
																											\$55,170,000							

North Texas Zero Emissions Vehicles Project: Pending Activities																																				
Additional information from applicant is needed for application to proceed. Will be scored as part of future funding round if sufficient information received.																																				
Project Information																		Scoring						Funding Information												Comments
Round	Unique ID	Applicant	Entity Type	Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas					Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Estimated Project Cost		Federal Funds Requested			Estimated Approximate Local Contribution			Recommended Award				
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO _x Reduced	Cost per Ton VOC Reduced	Up to 30 Points						Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle	Infrastructure	Vehicle	Infrastructure	Total		Vehicle	Infrastructure	Total	
2	N/A	City of DeSoto	Public	Unknown	Street Sweeper	2026	7,000	Unknown	Unknown	Battery-Electric	No	100	0	0	0	To Be Determined (TBD)	TBD	TBD	TBD	TBD	TBD	TBD	\$786,000	\$786,000	\$786,000	\$786,000	\$1,572,000	\$0	\$0	\$0	TBD	Existing vehicle information is missing from the application. Additionally, Federal Funds Requested is higher than eligible, and would have to be reduced.				
1	8346;6609	GGM Logistics	Private	Diesel	2 Straight/Box Trucks	2014; 2001	7963; 7000	45; 525	Sale; Third-Party Scrappage	Battery-Electric	Yes - DCFC; No	70; 50	10; 0	20; 50	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$731,534	\$0	\$380,000	\$0	\$380,000	\$351,534	\$0	\$351,534	TBD	Additional vehicle documentation is needed				

North Texas Zero Emissions Vehicles Project: Ineligible Activities																																			
Project Information																		Scoring						Funding Information											Comments
Round	Unique ID	Applicant	Entity Type	Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas					Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Estimated Project Cost		Federal Funds Requested			Approximate Local Contribution			Recommended Award			
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO _x Reduced	Cost per Ton VOC Reduced	Up to 30 Points						Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle	Infrastructure	Vehicle	Infrastructure	Total		Vehicle	Infrastructure	
2	108	Dallas Ft Worth International Airport	Private	Diesel	1 Straight/Box Truck	2008	1,100	584	Scrapping	Battery-Electric	No	100	0	0	0	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	\$328,409	\$0	\$190,000	\$0	\$190,000	\$138,409	\$0	\$138,409	Not recommended	Vehicle does not meet Gross Vehicle Weight Rating (GVWR) weight requirement. Staff recommended apply to Texas Volkswagen Environmental Mitigation Program.			
1	6411; 5542	Dallas Area Rapid Transit	Public	Diesel	2 Straight/Box Trucks	2000	6,684; 3,504	550	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	\$700,000	\$240,000	\$380,000	\$156,000	\$536,000	\$320,000	\$84,000	\$404,000	Not recommended	UPDATE SINCE ROUND 1: Vehicles do not meet minimum operation requirements. Staff recommended apply to Texas Volkswagen Environmental Mitigation Program.			
1	8325; 6936; 3672; 4796; 3606; 3027	Imperial Food Services	Private	1 Diesel; 5 Gasoline	N/A	2016; 2000; 2019; 2012; 2016; 2004	8,500; 6,300; 4,200; 4,200; 6,500; 8,400	630; 600; 550; 550; 620; 650	Reduced Service	Did Not Provide	No	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Not recommended	Vehicle does not meet GVWR weight requirement			

NORTH TEXAS ZERO EMISSIONS VEHICLES CALL FOR PROJECTS

Up to \$55.4 million is available for fleets to replace existing heavy-duty vehicles with zero-emission vehicles

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Eligible Applicants: Public or private fleets

Funding Level: Up to 33% to 80% of the new vehicle price

Interested? Check out our FREE Resources:

- Technical Assistance from the Natl Lab of the Rockies
- Resources to help find vehicles/vendors
- Attend office hours for application assistance with NCTCOG staff

Weekly Office Hours



Weekly on Monday



10:00 AM - 11:00 AM CT



Virtual via Microsoft Teams (link on website)

JOIN US



www.nctcog.org/NTxZEV



Image Source: NCTCOG



North Central Texas
Council of Governments





US 67 AT CHISHOLM TRAIL PARKWAY/NOLAN RIVER ROAD FUNDING PARTNERSHIP

Surface Transportation Technical Committee|7.24.2026

BACKGROUND

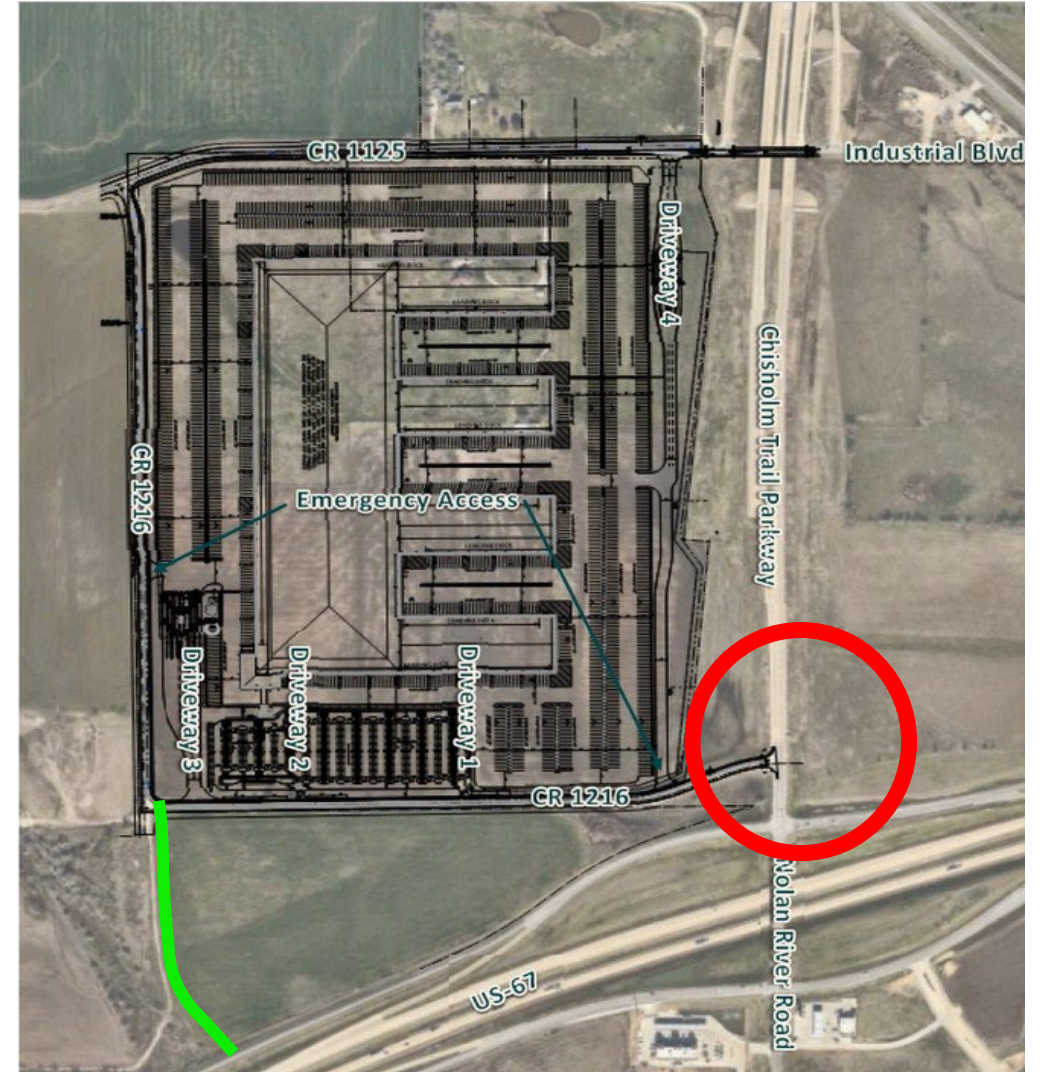
- The Texas Department of Transportation (TxDOT) Fort Worth District has requested funding assistance for improvements on Nolan River Road at US 67 where Chisholm Trail Parkway (CTP) terminates
- The two-lane roadway and bridge experience frequent congestion and half mile long queues, which will be further exacerbated once the widening of the CTP to four lanes is complete in 2028



Southbound Chisholm Trail Parkway congestion on approach to US 67 interchange (NTTA)

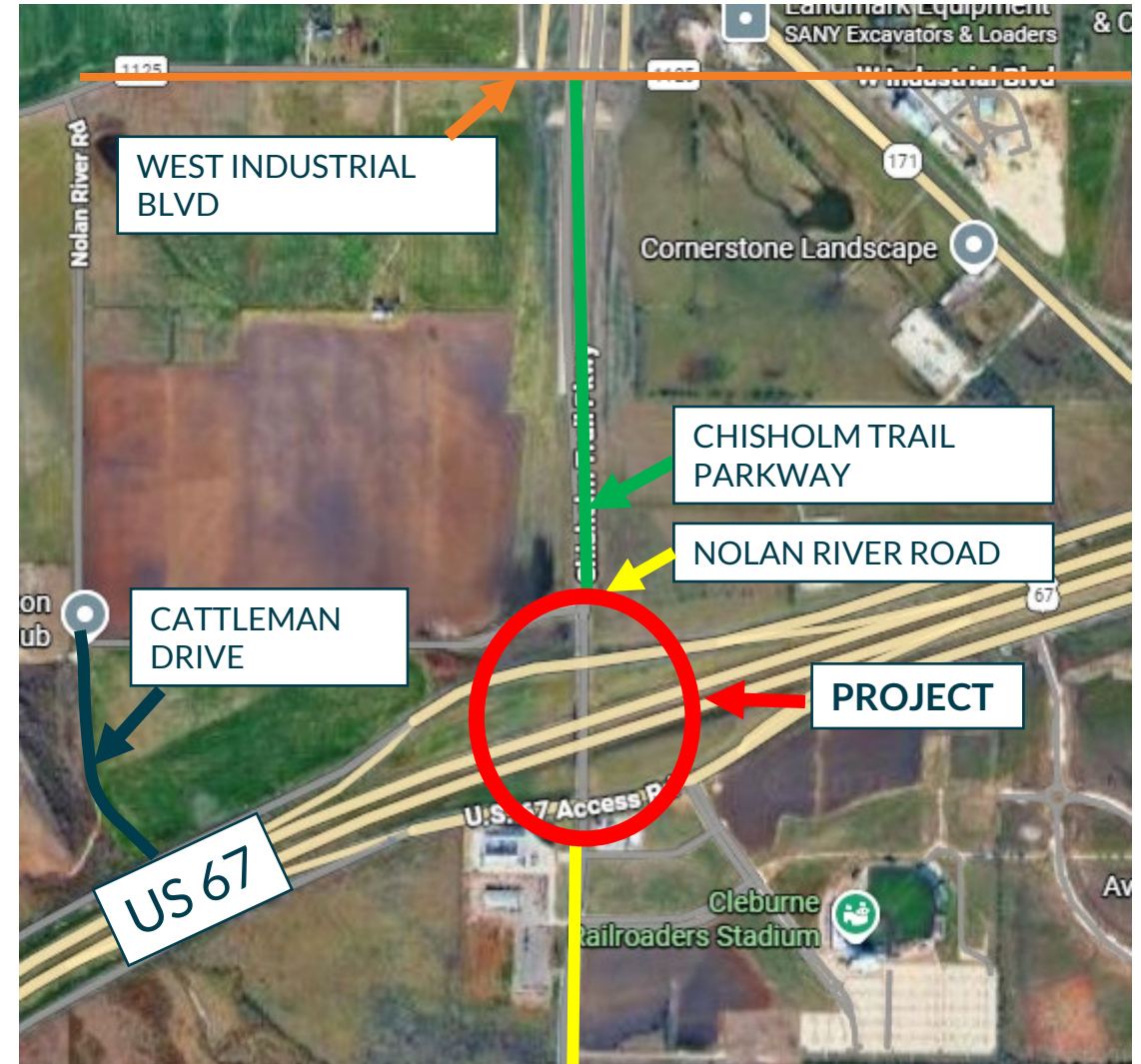
PREVIOUS INVESTMENTS IN THE AREA

- In September 2025, the Regional Transportation Council (RTC) provided funding assistance to the City of Cleburne to expedite the construction of a feeder road (Cattleman Drive) at the newly constructed Amazon facility near CTP and US 67
- The road provides truck traffic with direct access to the US 67 frontage road instead of using County Road 1216, which feeds directly into the CTP/Nolan River Road intersection
- Construction of Cattleman Drive was completed this summer



PROPOSED FUNDING PARTNERSHIP

- Proposed improvements include full reconstruction and widening of Nolan River Road from two to four lanes, which will address congestion, accessibility, and safety
- TxDOT-Fort Worth has funded both engineering and utility relocations (\$1.2 million), and is working to finalize the latter activities so that the project can go to construction in June 2027
- The current construction cost estimate is \$15 million
- Metropolitan Planning Organization (MPO) staff recommend that construction be funded with \$12 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) funds (TxDOT would cover the match of \$3 million)



TIMELINE

Meeting/Task	Date
Surface Transportation Technical Committee (STTC) Action	July 24, 2026
Public Involvement	August 2026
RTC Action	August 13, 2026
Add to Transportation Improvement Program (TIP)/Statewide TIP (STIP)	September 2026

REQUESTED ACTION – US 67 AT CHISHOLM TRAIL PARKWAY/NOLAN RIVER ROAD FUNDING PARTNERSHIP

- Recommend RTC approval of:
 - US 67 at Chisholm Trail Parkway/Nolan River Road funding:
 - \$12 million federal (CMAQ/STBG)
 - \$3 million State match
 - Administratively amending the TIP/STIP and updating any administrative and/or planning documents as needed to incorporate these changes

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Technology Project Selection



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:

Eligibility, program alignment, scoring, and funding review.

Phase 3. Regional Procurement (Next Step):

Recommended projects advance to procurement.



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%
	Total Score	100%



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.



FUNDING AVAILABLE

Technology and Innovation

Available (**Previously Approved**) - **\$8,700,000** Surface Transportation Block Grant Program (STBG)

Additional Request - **\$2,543,400** STBG

Total Funding: **\$11,243,400**

Funding Split	Previously Approved	Additional Request	Recommended Funding
Eastern Sub-Region	\$6,003,000 (69%)	\$931,400	\$6,934,400 (62%)
Western Sub-Region	\$2,697,000 (31%)	\$1,612,000	\$4,309,000 (38%)
Local Match – Transportation Development Credits (TDCs)			

Funding split imbalances will be registered in the region's West/East Equity tracking.

Note: The additional funding needed to support the full recommended project list will be provided using **STBG funds with Category 2 TDCs**.



RECOMMENDED PROJECTS

Eastern Subregion

Additional Request: \$931,400

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
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	\$6,934,400

Western Subregion

Additional Request: \$1,612,000

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
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	\$4,309,000



NEXT STEPS

- Advance recommended projects for **committee approval**
- Refine **scopes** and **readiness** with selected agencies
- Complete **funding programming** and TIP/STIP updates
- Begin **procurement** and **agreement development**
- Move projects toward **implementation**



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 Director’s Report – Submitted Ideas
July 13, 2026	Public Meeting
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas



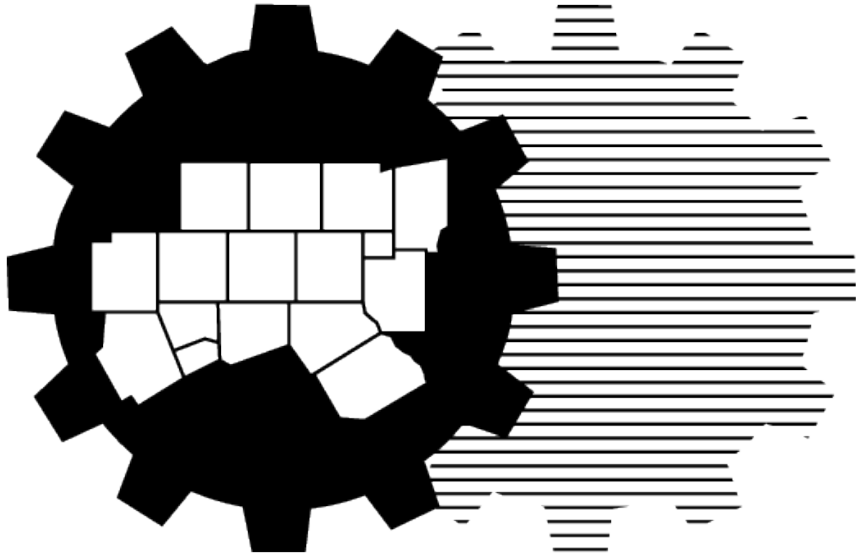
REQUESTED ACTION – TECHNOLOGY PROJECT IDENTIFICATION (TPI) FRAMEWORK RECOMMENDED PROJECTS

Recommendation for RTC approval of:

- **Recommended projects and associated funding amounts** based on the evaluation and scoring results.
- **Utilization of \$11.2 million** in Surface Transportation Block Grant funds with Category 2 Transportation Development Credits as local match to support the recommended projects.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.



CONTACTS



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Updates to the Southern Dallas Inland Port RAISE Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities

Bobby Gomez, AICP

Surface Transportation Technical Committee

July 24, 2026

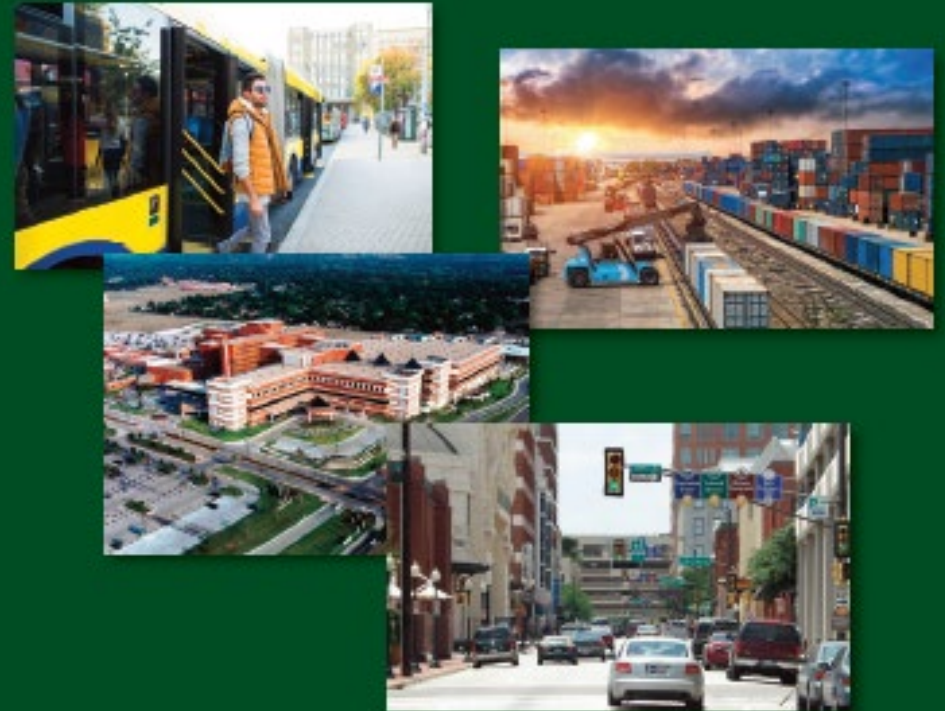
FY21 RAISE Project Overview

- RTC approval on July 8, 2021 & funding awarded February 2022.
- Three project elements
 1. Enhanced Transit Service
 2. Pedestrian Infrastructure
 3. Traffic Signal Improvements
- Total Federal RAISE Award: \$8,218,080
- Due to delays in funding obligations, RTC approved backstop funding for electric vehicles in December 2024.

Enhancing Mobility within the Southern Dallas Inland Port

FY 2021 RAISE Grant Application

Attachment A: Project Narrative



Project Actions

Early 2024

NCTCOG solicits proposals for Electric Vehicles

2021-2022

NCTCOG applies for and is awarded FY21 RAISE Grant

Late 2024

- FTA issues pre-award authority
- RTC authorizes \$1,004,000 as temporary backstop to secure vehicles
- Contracts executed

Early 2025

RTC authorizes \$750,000 RTR funds to support transit operations

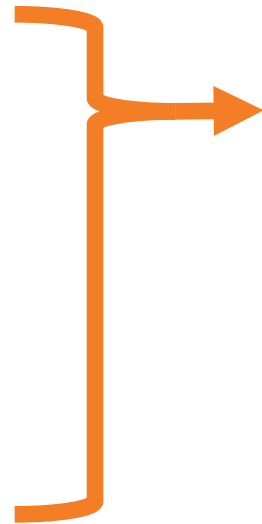
Late 2025

FTA Advises NCTCOG on project activities – recommends removal of Electric Vehicles



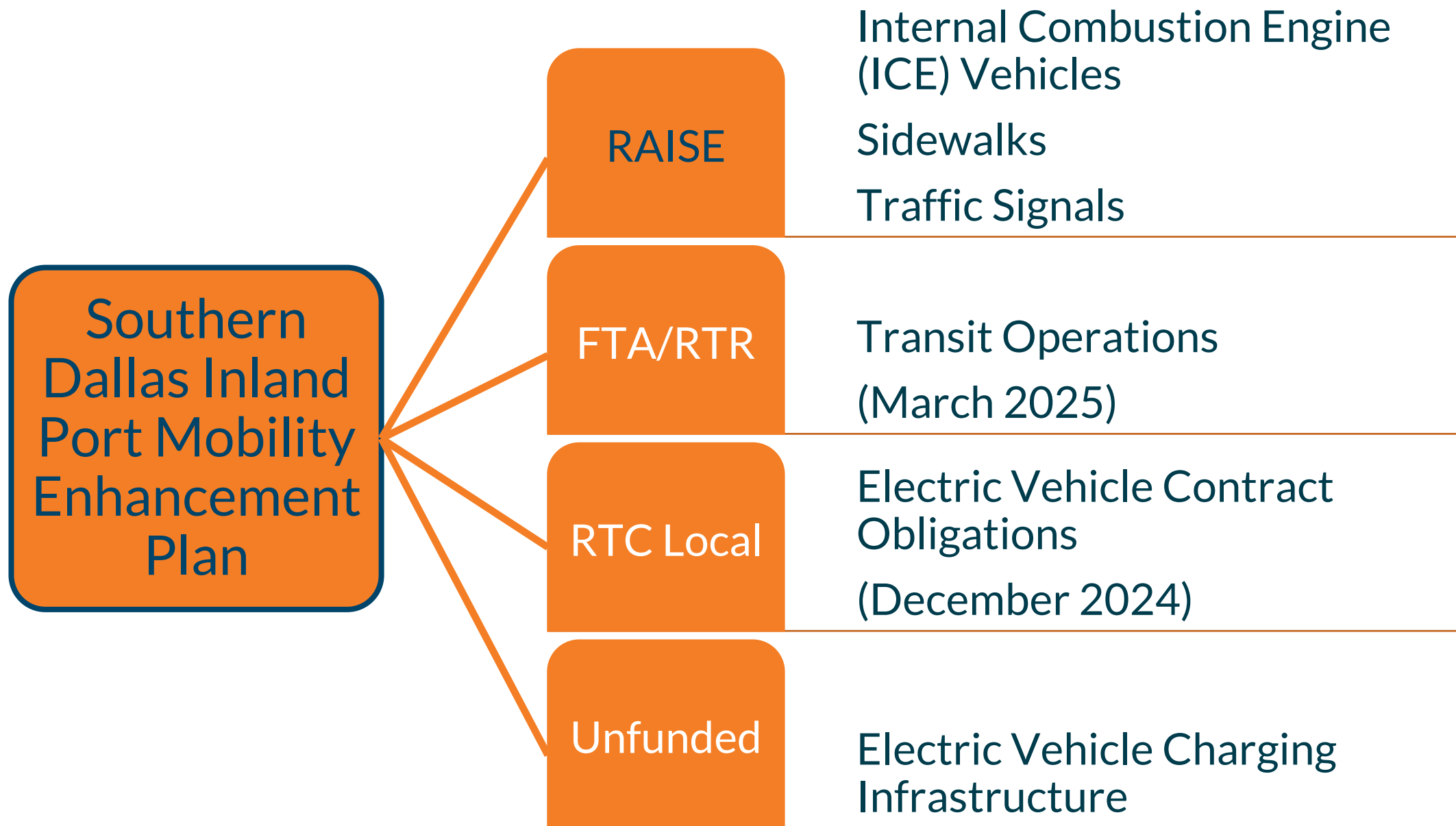
Status

FTA advises
NCTCOG to exclude
electric vehicles and
other project
components



Complete		Stage
Entered into contracts for the purchase of eight electric vehicles and required in-plant inspector		✓
Inspections contract complete		✓
Pending		
Negotiating Paper Grant Agreement with Federal Transit Administration		With FTA
Vehicle Acceptance		Pending RTC Action





RAISE Projects Updates

Project	RAISE	Other Federal	Non-Federal	Total	Change
Traffic Signals	\$576,640	\$1,271,329	\$4,520,127	\$6,368,096	No change
Sidewalks	\$6,649,440	\$1,300,000	\$1,987,360	\$9,936,800	Increase
Internal Combustion Engine Vehicles & Inspections (if required)	\$992,000	\$0	\$248,000	\$1,240,000	Add
Transit Operations ¹	-	-	-	-	Funded by FTA (urban formula funds) and RTR
EV Charging Infrastructure ²	-	-	-	-	Remove
Electric Vehicles ²	-	-	-	-	Remove
Total	\$8,218,080	\$2,571,329	\$6,755,487	\$17,544,896	No change

¹ Operations ineligible for RAISE funds, but necessary component of the awarded project. Remains in project scope and funded separately.

² Components removed from scope per FTA guidance to advance project approval by Office of Secretary of Transportation.



Electric Vehicles

EV Contract Obligations	Total	Funding
Electric Vehicles & Required In-Plant Inspections (incurred)	\$1,004,000	Previously approved RTC Local (temporary backstop to federal)
Remaining Contract Obligation	\$239,247	New (non-federal commitment)
Insurance	\$30,000	New
Total	\$1,270,247	



REQUESTED ACTION – Updates to the Southern Dallas Inland Port RAISE Grant Projects and EV Contract Obligations

- Recommendation for RTC approval of:
 - Repurpose \$1,004,000 RTC Local temporary backstop and increase by \$239,247 for a total of \$1,243,247 RTC Local Funds to support contract obligations and expenditures for the purchase of electric buses and associated in-plant inspection services
 - \$30,000 RTC Local Funds for insurance costs pending transfer of the vehicles
 - Direct staff to identify entities to receive or purchase electric vehicles and return proceeds to RTC to offset impacts to RTC Local
 - Confirm support for project changes for FY21 RAISE Grant as submitted to FTA
 - Amend the NCTCOG's Transportation Improvement Program and the State Transportation Improvement Program, as well as other planning and administrative documents to revise and include the proposed projects.

STTC Action Item – July 24, 2026



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2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee | July 24, 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
- Covers highway and arterial projects on the Texas Department of Transportation (TxDOT) system (e.g., US and State Highways and Farm-to-Market Roads) 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

REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)¹

Funding Category ²	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed) ³
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723 <u>\$2.754</u>
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074 <u>\$2.097</u>
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	<u>\$4.089</u>
Total Allocation	\$6.983	\$7.930	\$9.893	\$9.700	\$8.866	<u>\$8.940</u>

1: UTP allocations are for 10-year periods

2: Amounts shown in billions

3: UTP allocations increased in the July draft due to stronger than expected Proposition 1 revenue forecasts

FUNDING OUTLOOK AND PROPOSED CHANGES

- Category 2 and 4 funding allocations continue to decrease
 - Little Category 2 funding (approximately \$47.24 million for the region) was initially available to program on projects:
 - \$2.723 billion (Initial 10-Year allocation [Reduced from \$2.930 billion in 2025 10-Year Plan])
 - -\$927.76 million (Amount allocated to projects advanced to early lettings in recent years)¹
 - -\$1.748 billion (Funding already approved on existing projects)
 - \$47.24 million
 - Project bids have been coming in lower than approved funding, which has freed up funding for future programming (\$104.88 million)
 - TxDOT released final 10-Year allocations this month which included additional Category 2 funding for our region (\$31 million), and will be available for future programming
 - Most proposed “new” projects are breakouts from larger corridors
 - Most proposed funding increases are offset by reductions on the projects being broken out and/or other projects that are further from letting
- 1: Amount is adjusted as projects let, have change orders, or are completed. This number is as of February 2026

MAJOR PROJECT CHANGES SINCE LAST UPDATE

- US 380: Funding is being transferred from main lanes to focus on frontage roads and cover a larger portion of the corridor
- IH 35W: The corridor between Dale Earnhardt Way and FM 2449 has been identified as a higher priority than the IH 35 corridor north of the City of Denton from which funding is proposed to be transferred. A partnership between the TTC and MPO is being proposed to cover the needed funding.
- US 287: Proposing to add Category 2 to address the safety, congestion, and high flood vulnerability through grade separated interchanges at Lakeview Drive and Prairie Ridge Boulevard
- US 81/US 287 in Tarrant and Wise Counties: Fully fund existing projects in Wise County and prioritize sections in Tarrant County from N. Tarrant Pkwy to Bonds Ranch

PROPOSED CATEGORY 12 FUNDING CHANGES

- Through the 2027 UTP, the TTC is proposing to add Category 12 to the following projects:
 - \$215 million of new Category 12 funding to IH 345 in the Dallas District (project has existing \$75 million of Category 2, \$45 million of Category 4, and \$250 million of Category 12)
 - \$69.9 million of new Category 12 funding for an IH 35W funding partnership in the Dallas District (partnership also includes \$105.5 million of Category 2 and \$3 million of Category 4)
 - \$100 million of Category 12 funding to IH 35W (from IH 30 to SH 183) in the Fort Worth District

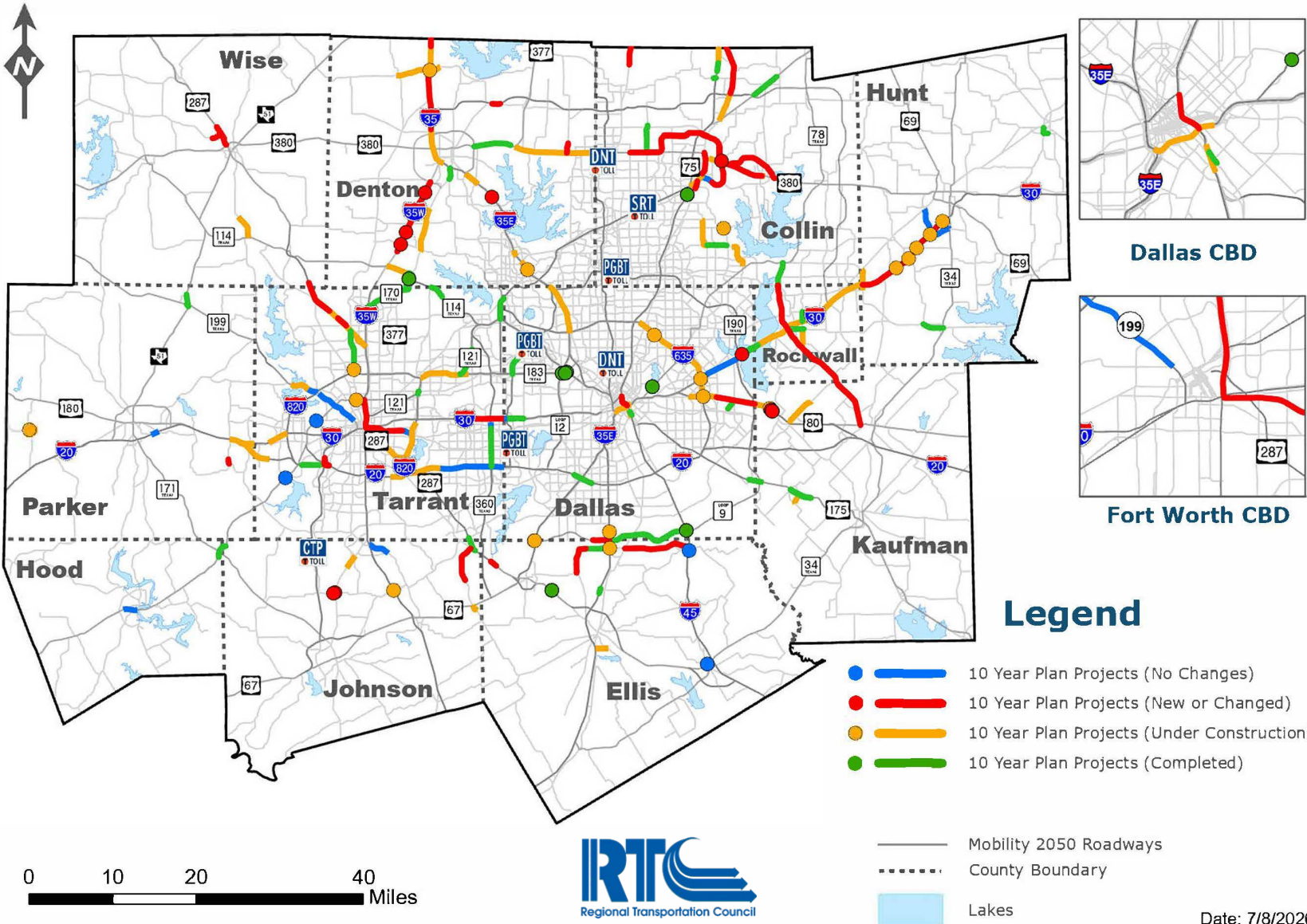
PROJECT PROGRESS SINCE THE 2017 UTP¹

Project Status	Number of Projects	Total UTP Funding
Completed	60	\$1,616,804,208
Under Construction	97	\$8,517,860,253
Future Projects	87	\$7,783,614,652
Total	244	\$17,918,279,113

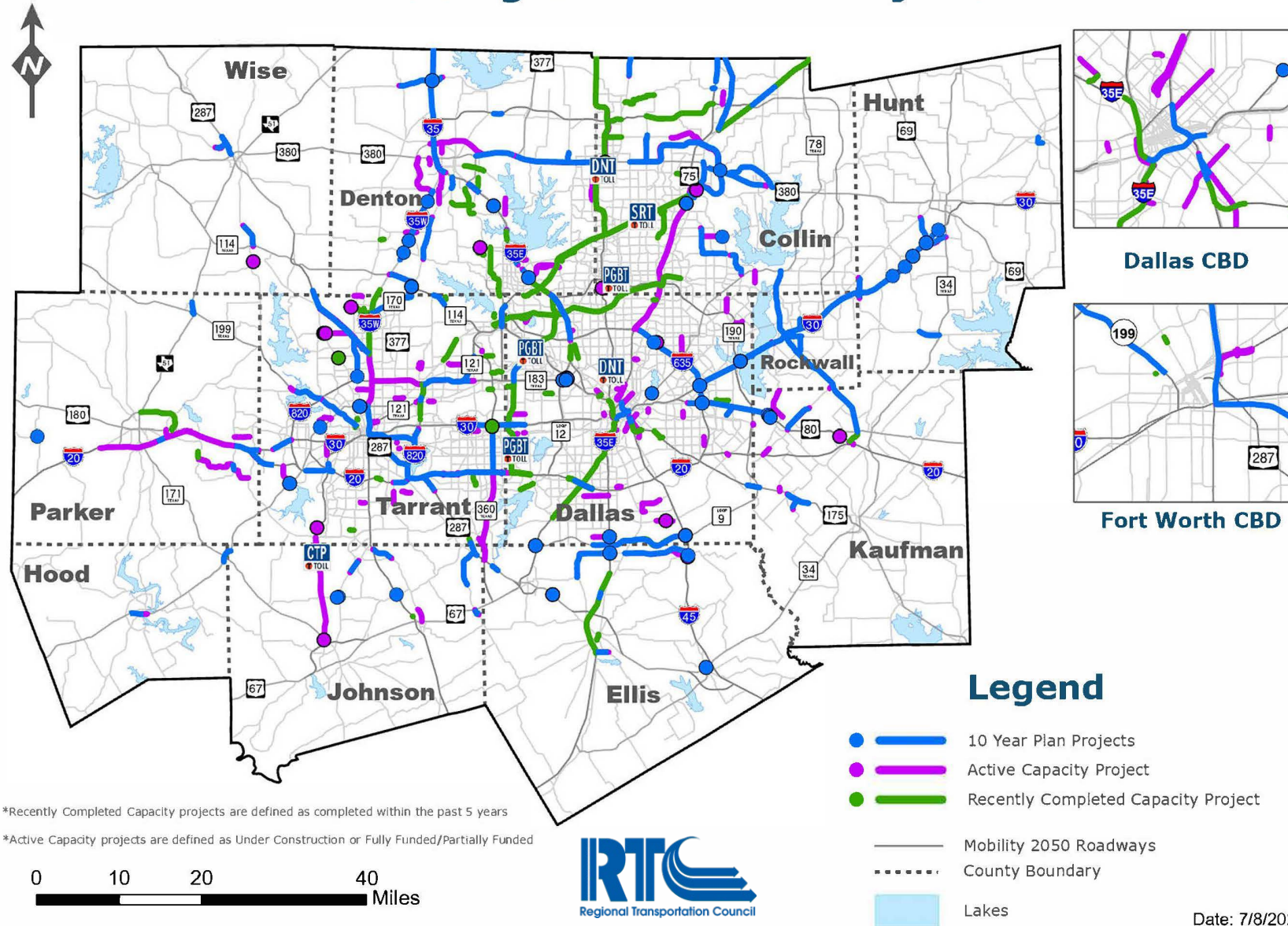
1: The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2036



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

WEST/EAST DISTRIBUTION – CATEGORY 2

	West	East	Total
2027 UTP Allocation ¹	\$853,621,754	\$1,899,996,807	\$2,753,618,561
Carryover ²	-\$78,193,673	-\$744,683,273	-\$822,876,946
Remaining Funding for 2027 UTP	\$775,428,081	\$1,155,313,534	\$1,930,741,615
Currently Approved 2026 UTP Projects ³	\$757,246,450	\$990,314,482	\$1,747,560,932
Proposed 2027 UTP Category 2 Additions ⁴	-\$1,414,696	\$50,797,931	\$49,383,235
Remaining Balance	\$19,596,327	\$114,201,121	\$133,797,448

- 1: Applied 31% West and 69% East formula; This amount includes additional \$31M allocated in July 2026
- 2: Includes projected carryover from 2025 to 2026 plus anticipated lettings, change orders, and cost increases in 2026; Negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year; This number is as of July 2026
- 3: Includes approved project funding in 2026 UTP for projects in 2027+
- 4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2027+

2027 UTP PUBLIC COMMENT

- Staff has observed the following trends in recent fiscal years:
 - Reduced allocations to Category 2
 - Reduced allocations to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as part of TxDOT's effort to transfer 50% of funds to less restrictive programs
 - Reduced allocations to Surface Transportation Block Grant (STBG) Program funding (\$14.4M decrease per fiscal year compared to 2026 UTP) though this is likely due to a realignment with available federal allocations
 - Lack of Category 12 funding for the Mobility Assistance Patrol Program (MAPP) which has historically been funded with a combination of STBG and Category 12 in partnership with the TTC
- Staff proposes submitting a letter through the UTP Public Involvement process addressing concerns with these trends

NEXT STEPS

- Bring back any project changes to the committees if the TTC action is different than proposed project listings

REQUESTED ACTION – 2027 UTP/ REGIONAL 10-YEAR PLAN UPDATE

Recommend RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Staff drafting a letter to TxDOT as part of the UTP Public Involvement period addressing reductions to Category 2, CMAQ, and STBG allocations and lack of funding for MAPP
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 24, 2026

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 2, 2026
Initial draft list due to TxDOT	February 13, 2026
Communication and coordination with stakeholders	February-May 2026
STTC Information	May 22, 2026
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
Anticipated TTC Approval of 2027 UTP	August 2026

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
Collin County Projects																		
13088	0047-10-005	Spur 399	SH 5 to Airport Dr	SH 5 to Stewart Rd: Reconstruct and 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 discontinuous frontage roads	October 2029 February 2032	2030 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	79.11 59.94
13088.1	0047-10-006	Spur 399	Airport Dr to FM 546B	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; 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)	\$104,190,000	\$104,190,000	\$9,065,396	\$3,065,396	\$78,144,397	\$28,144,397	\$182,188,235	\$50,000,000	\$424,355,303	\$22,980,207	69.49 50.68
13088.2	0047-10-008	Spur 399	FM 546B to US 380	Construct 0 to 4/6 lane continuous frontage roads	August 2032	2032	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	\$167,455,902	\$167,455,902	\$0	\$3,000,000	\$0	\$25,000,000			\$0	\$139,455,902	70.54
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; Proposed Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033	\$25,171,695	\$24,667,013	\$17,426,001	\$17,426,001	\$0	\$7,241,012					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	March 2028	2028	Breakout project from TIP 13073/CSJ 0047-05-057; Project also has \$2,189,970 of CMAQ funding; Proposed additional Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033	\$61,045,211	\$58,855,241	\$45,005,441	\$45,005,441	\$9,072,498	\$13,849,800					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	\$93,726,176	\$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	\$12,668,063	\$0	\$0	\$0	\$0	\$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, new shared use path, new turn lanes and signals, and signal retiming	November 2026	2027	Project also has \$5,300,000 of CMAQ funding	\$56,879,262	\$51,579,262			\$58,404,773	\$51,579,262					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	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	\$51,122,117	\$0			\$32,473,108	\$0					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)	December 2028	2029	TxDOT proposes to reduce Category 4 funding due to anticipated cost savings and transfer to TIP 13035.3/CSJ 1051-01-064	\$40,926,893	\$40,926,893			\$42,442,704	\$40,926,893					68.46

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
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	2036	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	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	\$570,128,940	\$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)	\$333,906,240	\$0	\$0	\$0	\$0	\$0			\$0	\$0	69.40
TBD	0135-02-077	US 380	Coit Road to JCT US 380/University Drive	From Coit Road to Lakewood Road: Reconstruct 6 to 6 lane arterial; From Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an interim 4 lane freeway with 0 to 4/6 lane continuous frontage roads Reconstruct and widen 4 lane to 8 lane freeway	August 2032 2035	2032 2035	TxDOT proposes to offset \$138,200,399 of Category 12 funding with reduction on TIP 13088.1/CSJ 0047-10-006; Remaining \$296,851,001 of Category 12 funding was requested by TxDOT Dallas through the 2027 UTP, but it was not included in draft UTP	\$435,051,400	\$138,200,399							\$0	\$138,200,399	83.23
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Bloomdale Road East	Construct 0 to 8 lane freeway	September 2032	2033	Breakout from TIP 13070/CSJ 0135-15-002	\$484,064,000	\$0	\$0	\$0	\$0	\$0					87.62
13085	0135-15-005	US 380	JCT US 380/West University Drive to Ridge Road (CR 161)	Construct 0 to 4/6 lane continuous frontage roads	February 2032 September 2029	2032 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	\$206,895,618	\$206,895,618	\$0	\$23,000,000	\$11,141,247	\$55,141,247			\$350,123,450	\$128,754,371	87.62
13070.2	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	83.01
13087	0135-15-007	US 380	Bloomdale Road East to Trinity Falls	Construct 0 to 4/6 lane continuous frontage roads	September 2030	2031	Breakout from TIP 13070.1/CSJ 0135-15-004; 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	\$100,796,511	\$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
13070.3	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			82.08

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
13086	0135-15-006	US 380	SH 5 to FM 2933 North	Construct 0 to 4/6 lane continuous frontage roads (Phase 1)	February 2034 September-2029	2034 2030	Breakout from TIP 13070/CSJ 0135-15-002; Propose to offset 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	\$250,188,694	\$250,188,693	\$0	\$23,000,000	\$8,753,838	\$55,753,838			\$419,098,735	\$171,434,855	87.62
<u>13070.4</u>	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 2032 2035	2032 2035	Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset 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	\$153,967,777	\$153,967,777	\$0	\$23,000,000	\$0	\$55,000,000	\$0	\$19,648,851	\$0	\$56,318,926	<u>73.68</u>
<u>13088.3</u>	0135-15-009	US 380	At Spur 399	Reconstruct US 380 at Spur 399 intersection	March 2030 August 2035	2030 2035	Proposed breakout from TIP 13088.1/CSJ 0047-10-006; Category 2, 4, and 12 funding proposed would be offset by reductions on TIP 13088.1/CSJ 0047-10-006	\$32,950,117	\$32,950,117	\$0	\$3,000,000	\$0	\$25,000,000			\$0	\$4,950,117	<u>79.95</u>
<u>55283.1</u>	0135-03-060	US 380	FM 1827 to JCT US 380/West Princeton Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2032 2035	2032 2035	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	\$56,182,456	\$56,182,456							\$0	\$56,182,456	<u>74.54</u>
<u>55283.2</u>	0135-16-005	US 380	JCT US 380/West Princeton Drive to FM 1377	Construct 0 to 4/6 lane continuous frontage roads	August 2032 2035	2032 2035	Category 12 funding proposed to be offset by reduction on TIP 13085/CSJ 0135-15-005	\$212,317,846	\$212,317,846							\$0	\$212,317,846	<u>72.75</u>
<u>55283.3</u>	0135-16-004	US 380	North of FM 1377 to JCT US 380/East Princeton Drive	<u>Construct 0 to 8 lane freeway and widen 6 to 8 lane freeway</u> Reconstruct	August 2032 2035	2032 2035	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)	\$382,575,216	\$382,575,216					\$0	\$132,188,235	\$0	\$250,386,981	<u>69.61</u>
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	\$422,234,960	\$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
Total Proposed Funding - Collin County																	\$2,525,296,635	

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																		
TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Dallas County Projects																		
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	September 2032	2033	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	2032	TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; TxDOT Dallas requested additional Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$159,600,209	\$88,707,912					\$88,707,912	\$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	August 2032	2032	Insufficient funding for this project	\$1,642,251,991	\$0					\$0	\$0			77.40
55253	0009-11-248	IH 30	At Bass Pro Drive	Reconstruct Interchange	February 2027	2027	Propose to reduce Category 2 and Category 4 proportionally due to anticipated cost savings	\$73,667,723	\$73,667,723	\$39,573,925	\$36,833,862	\$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	\$1,161,898,958	\$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	2032	TxDOT submitted a federal competitive grant application for this project, but it was not selected; 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 Dallas requested \$656,619,534 of additional Category 12 funding through the 2027 UTP (\$215,000,000 is being proposed for TTC approval)	\$1,650,000,000	\$684,927,378	\$75,000,000	\$102,682,291	\$45,000,000	\$117,245,087	\$0	\$215,000,000	\$250,000,000	\$250,000,000	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	\$137,014,032	\$0									71.09

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
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	\$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	\$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; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$43,989,098	\$0.					\$0	\$0.			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	2032	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$131,714,649	\$0.	\$0	\$0	\$0	\$0	\$0	\$0.			75.63
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 continuous lane to 4/6 continuous lane frontage roads	September 2031	2032	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$75,010,384	\$0.	\$0	\$0	\$0	\$0	\$0	\$0.			65.12

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
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); 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	N/A	\$0	\$0	\$0	\$62,066,566	\$0	\$331,346,035	\$0			79.95
53110.3	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
53110.4	0095-02-128	US 80	East of Collins Road to Lawson Road (Dallas/Kaufman County Line)	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 \$1,588,226 of local funding from Town of Sunnyvale	\$203,619,343	\$202,031,117					\$0	\$202,031,117			79.95
Total Proposed Funding - Dallas County																		\$1,262,715,614
Denton County Projects																		
13045	0081-05-049	FM 428	At Greenbelt/ Regional Outer Loop	Construct interchange	September 2033	2034	Propose to remove Category 2 funding and transfer it to CSJ 0081-13-085, CSJ 0081-13-086, CSJ 0081-13-078, and CSJ 0081-13-077; Insufficient funding for this project	\$105,609,823	\$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 2028	2029	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	\$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	August November 2027	2027	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	\$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	\$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	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; No Category 12 funding is included in draft UTP	\$130,390,648	\$0			\$3,042,044	\$0			\$85,615,880	\$0	90.11

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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	
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	
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	Reconstruct 4 to 4 lane freeway and 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; 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	\$215,731,473	\$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 widen existing 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2032 2036	2032 2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$27,306,342	\$0								\$0	\$0	52.48
TBD	0081-13-076	IH 35W	Dale Earnhardt Way to FM 1171	Construct 0. Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2032 2035	2032 2035	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$78,886,067	\$0								\$0	\$0	68.43
55259.2	0081-13-077	IH 35W	At FM 1171	Reconstruct interchange and construct 0 to 4/6 existing 4 lane continuous frontage roads	August 2032 2035	2032 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; 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	71.34
55259.3	0081-13-078	IH 35W	FM 1171 to Cleveland Gibbs Road	Construct 0. Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads with new sidewalks	August 2032 2035	2032 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								69.70
TBD	0081-13-079	IH 35W	At Cleveland Gibbs Road	Reconstruct interchange and construct 0 to 4/6 existing 4 lane continuous frontage roads	August 2032 2036	2032 2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$21,563,984	\$0								\$0	\$0	65.98

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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	
55259.4	0081-13-080	IH 35W	Cleveland Gibbs Road to Future Denton Creek Drive	Construct 0 Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2032 2035	2032 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	65.43	
55259.5	0081-13-081	IH 35W	Future Denton Creek Drive to FM 407	Construct 0 Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2032 2036	2032 2036	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	65.15	
55259.6	0081-13-082	IH 35W	North of Robson Ranch Road/Crawford Road to Allred Road/John Paine Road	Construct 0 Reconstruct and widen 2 to 4/6 lane continuous frontage roads	August 2032 2036	2032 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	62.55	
55259.7	0081-13-083	IH 35W	At Allred Road/John Paine Road	Reconstruct interchange and construct 0 to 4/6 existing 4 lane continuous frontage roads	August 2032 2036	2032 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	\$85,010,973 \$75,010,973	\$85,010,973	\$0	\$10,334,911					\$0	\$74,676,062	60.88	
TBD	0081-13-084	IH 35W	Allred Road/John Paine Road to FM 2449	Construct 0 Reconstruct and widen 2 to 4/6 lane continuous frontage roads	August 2032 2036	2032 2036	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested new Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$74,802,503	\$0							\$0	\$0	64.36	
55259.8	0081-13-085	IH 35W	At FM 2449	Reconstruct interchange and construct 0 to 4/6 existing 4 lane continuous frontage roads	August 2032 2036	2032 2036	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 (\$11,038,716 proposed for TTC approval)	\$30,956,567	\$26,517,000							\$0	\$26,517,000	62.34	
55259.9	0081-13-086	IH 35W	At Future Denton Creek Drive	Construct interchange and 0 to 4/6 reconstruct existing 4 lane continuous frontage roads	August 2032 2036	2032 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 and TIP 13045/CSJ 0081-05-049; \$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	68.59	
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					73.23	
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	\$0							\$0	\$0	80.20	
										Total Proposed Funding - Denton County								\$1,073,591,130	

Amounts only include Cat 2, 4, 12 funds
 Strikethroughs and red text indicate project changes since May 2026 STTC Meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
Ellis County Projects																		
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street, reconstruct Ennis Avenue from 4 to 4 lanes; Construct new sidewalks	February 2027	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$18,750,000 of STBG, \$2,500,000 of Category 11, \$23,970,000 of CMAQ, and \$2,680,000 of local funding	\$57,863,056	\$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	2036	Insufficient funding for this project	\$108,623,271	\$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 2029	2030	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	\$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	2032	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
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	\$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 North Central Street	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	2030	Breakout project from TIP 55105/CSJ 2964-10-006	\$14,835,354	\$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	\$0							\$0	\$0	78.00
53119.2	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							68.69
Total Proposed Funding - Ellis County																		\$363,655,220

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
Kaufman County Projects																		
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	2033	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	\$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	\$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	\$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 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 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
50013.3	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has \$5,600,000 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 \$4,900,000 of Category 6 funding	\$9,882,856	\$4,982,856			\$6,282,855	\$4,982,856					72.45
50013.6	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has \$10,399,520 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 \$7,743,100 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; 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	\$120,020,720	\$113,247,940	\$6,415,178	\$6,415,178	\$112,454,818	\$106,832,762					54.67
Total Proposed Funding - Kaufman County																		\$170,999,469
Rockwall County Projects																		
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	2033	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	\$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	2032	Project split out from TIP 55074; Propose to reduce Category 2 funding and transfer it to TIP 55071/CSJ 0451-01-053, which is a higher priority segment	\$57,941,410	\$38,219,244	\$51,526,232	\$38,219,244							83.19

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects 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
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	2032	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	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	\$151,660,357	\$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 Dallas requested Category 12 funding through the 2027 UTP, <u>but it was not included in draft UTP</u>	\$181,354,670	\$0								\$0	<u>72.42</u>
Total Proposed Funding - Rockwall County																		\$199,868,091
Various County Projects																		
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 Dallas requested Category 12 funding through the 2027 UTP, <u>but it was not included in draft UTP</u>	\$7,762,000	\$0								\$0	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 Dallas requested Category 12 funding through the 2027 UTP, <u>but it was not included in draft UTP</u>	\$8,034,000	\$0								\$0	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 Dallas requested Category 12 funding through the 2027 UTP, <u>but it was not included in draft UTP</u>	\$8,315,000	\$0								\$0	N/A
Total Proposed Funding - Various County																		\$0
Total Category 2, 4, and 12 Funding									\$5,596,126,159	\$893,314,482	\$944,112,413	\$1,270,650,800	\$1,308,546,858	\$753,895,408	\$968,895,408	\$2,304,642,777	\$2,374,571,480	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$944,112,413	\$1,308,546,858	\$3,343,466,888
Total	\$944,112,413	\$1,308,546,858	\$3,343,466,888

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects 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
Hood County Projects																		
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 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Leaving surplus funding until project lets	\$110,924,822	\$127,000,000	\$75,000,000	\$75,000,000	\$52,000,000	\$52,000,000					72.76
Total Proposed Funding - Hood County																		\$127,000,000
Johnson County Projects																		
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	Propose to reduce Category 2 funding and transfer to TIP 11955.1/CSJ 1181-02-033 and TIP 11955.2/CSJ 1181-03-036	\$172,999,657	\$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	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	\$23,335,287	\$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	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	\$9,499,570	\$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	January 2031	2031	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	\$86,628,562	\$68,661,515	\$68,661,515	\$68,661,515	\$0	\$0					65.51
Total Proposed Funding - Johnson County																		\$219,661,515
Parker County Projects																		
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 June 2028	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	\$17,992,927	\$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		\$76,944,001	\$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	Reconstruct and widen from 4 to 6 general purpose lanes	April 2036	2036	New project proposed by TxDOT; TxDOT Fort Worth requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	\$500,000,000	\$0							\$0	\$0	49.27
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
Total Proposed Funding - Parker County																		\$67,702,927

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects 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	
Tarrant County Projects																			
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	May 2029	2029	Project also has \$20,000,000 of STBG funding (total); Propose to reduce Category 2 funding due to cost reduction	\$39,999,999	\$19,999,999	\$31,085,095	\$19,999,999							63.16	
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	September 2030	2031	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; TxDOT Fort Worth requested Category 12 funding through the 2027 UTP .but it was not included in draft UTP	\$150,000,000	\$25,000,000	\$25,000,000	\$25,000,000						\$0	\$0	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	\$453,228,160	\$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	September 2036	2037	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, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 discontinuous to 4/6 discontinuous frontage road lanes	June 2031	2031	TxDOT to build safety barriers into managed lane design; TxDOT proposing to reduce Category 4 funding and transfer to CSJ 0014-16-289	\$278,820,000	\$118,820,000	\$48,180,000	\$48,180,000	\$170,640,000	\$70,640,000					80.82	
TBD	0014-16-289	IH 35W	IH 30 to SH 183	From IH 30 to SH 121: Construct 0 to 8 collector-distributor lanes and reconstruct and widen 1/2 lane discontinuous to 4/6 lane discontinuous frontage roads; From SH 121 to SH 183: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6 lane discontinuous to 4/6 continuous frontage roads	March 2036	2036	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 Fort Worth requested Category 12 funding through the 2027 UTP and it was included in draft UTP	\$400,000,000	\$200,000,000			\$0	\$100,000,000			\$0	\$100,000,000	50.76	
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 2036	2037	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	\$977,897,081	\$0	\$0	\$0							86.84	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects 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); Propose to reduce Category 2 funding due to anticipated cost savings	\$136,069,841	\$94,069,840	\$89,069,840	\$69,069,840	\$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	\$37,500,000	\$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	March 2030	2030	FY2026 BUILD Grant application submitted for this project	\$41,000,960	\$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; TxDOT proposing to fund a smaller breakout project with available funding	\$70,000,000	\$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	February 2031	2031	Category 2 funding previously replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	\$68,661,515	\$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	September 2031	2032	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)	\$70,000,000	\$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 2031	2031	Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	\$329,999,999	\$0	\$0	\$0							77.49	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects 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	\$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 to 4/6 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			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 2031 2029	2031 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	\$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	June 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 Category 2 funding be offset by decrease on TIP 13063/CSJ 0014-15-078	\$60,000,000	\$60,000,000	\$0	\$60,000,000							77.30
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	\$21,200,000			\$34,717,812	\$21,200,000					62.40
21019	0080-07-102	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 2030 2032	2030 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; Proposing to increase CMAQ funding to \$6.800,000 to cover increased costs	\$16,800,000	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																		\$1,375,632,071
Wise County Projects																		
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned	Realignment of BU 81-D at realigned FM 1810 intersection to North of CR 2090	May 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$6,996,908	\$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 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$36,378,871	\$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 2030	2030	Propose that additional Category 2 funding be partially offset by reduction on TIP 55302/CSJ 0013-08-147	\$102,338,583	\$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																		
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 <u>June 2027</u>	2030 <u>2027</u>	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	\$56,800,000	\$56,800,000	\$41,400,000	\$0	\$43,282,188	\$56,800,000					61.99
Total Proposed Funding - Wise County																		\$202,514,362
Various County Projects																		
11619.2	0902-00-379	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	September 2027	2028	Includes \$3,087,524 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, <u>but it was not included in draft UTP</u>	\$4,116,699	<u>\$0</u>							<u>\$0</u>	<u>\$0</u>	N/A
11619.2	0902-00-380	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	September 2028	2029	Includes \$3,342,842 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, <u>but it was not included in draft UTP</u>	\$4,457,123	<u>\$0</u>							<u>\$0</u>	<u>\$0</u>	N/A
11619.2	0902-00-420	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	September 2029	2030	Includes \$3,468,636 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, <u>but it was not included in draft UTP</u>	\$4,624,848	<u>\$0</u>							<u>\$0</u>	<u>\$0</u>	N/A
Total Proposed Funding - Various County																		\$0
Total Category 2, 4, and 12 Funding									\$1,992,510,875	\$757,246,450	\$755,831,754	\$587,679,121	\$587,679,121	\$378,000,000	\$378,000,000	\$171,000,000	\$271,000,000	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$755,831,754	\$587,679,121	\$649,000,000
Total	\$755,831,754	\$587,679,121	\$649,000,000

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects																
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 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects																
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	2030	Hunt County is doing environmental clearance	\$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	2030		\$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 Paris requested additional Category 12 funding through the 2027 UTP, <u>but it was not included in draft UTP</u>	\$191,077,617	\$124,477,618	\$26,500,000	\$26,500,000	\$0	\$1,900,000	\$96,077,618	\$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority; 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	\$2,100,000	\$600,000	\$600,000	\$600,000					65.49
Total Proposed Funding - Hunt County															\$194,977,618	
Total Category 2, 4, and 12 Funding									\$194,977,618	\$97,000,000	\$97,000,000	\$0	\$1,900,000	\$96,077,618	\$96,077,618	

Future Project Lettings (FY 2027-FY 2036)			
	Category 2	Category 4	Category 12
2027-2036	\$97,000,000	\$1,900,000	\$96,077,618
Total	\$97,000,000	\$1,900,000	\$96,077,618

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects													
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,471,784 of CMAQ funding that is covering change orders	\$6,682,469	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2020 (Actual)	2021	Project completed in January 2024; Proposing to increase Category 2 funding to cover change order	\$24,834,021	\$25,052,736 \$24,834,021	\$25,052,736 \$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; Proposing to increase Category 2 funding to cover change orders	\$16,744,842	\$12,180,830 \$11,360,404	\$12,180,830 \$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		

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	October 2020 (Actual)	2021	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; Proposing to increase Category 2 funding to cover change orders	\$33,380,213	\$33,945,715 \$33,380,213	\$33,945,715 \$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2018 (Actual)	2018	Project completed in April 2020	\$20,213,387	\$20,730,431	\$20,730,431			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2022 (Actual)	2022	Project also had \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding; Project completed in February 2025; Proposing to increase Category 2 funding to cover change orders	\$43,578,574	\$28,133,613 \$27,300,067	\$28,133,613 \$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	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	N/A	N/A	Entry is only for environmental clearance (received June 2019), which is completed, so it is moving to this list; 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	N/A	N/A				
55287	0047-10-002	Spur 399	SH 5 to US 380	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	N/A	N/A	Entry is only for environmental clearance (received March 2023), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received September 2023), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received December 2024), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
55284	0135-16-002	US 380	JCT US 380/West Princeton Drive to JCT US 380/East Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received December 2024), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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	North/ South Roadways	West and East of Lake Lavon		N/A	N/A	Entry is for preliminary engineering/environmental clearance only, which is completed, so it is moving to this list; Feasibility study being done by NCTCOG; Funding previously moved to breakout project CSJ 0135-04-036	N/A	N/A				
N/A	N/A	Regional Outer Loop	DNT to SH 121		N/A	N/A	Entry is for preliminary engineering/environmental clearance only, which is completed, so it is moving to this list; 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	N/A	N/A				
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, which is completed, so it is moving to this list; 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				
Total Approved Funding - Collin County													\$662,289,874
Dallas County Projects													
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2021 (Actual)	2022	Commitment to Red Bird Mall area; Proposing to increase Category 2 funding to cover change orders; Project completed in December 2025	\$79,838,372	\$80,907,013 \$80,581,578	\$80,907,013 \$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	\$13,301,005 \$21,128,162	\$0 \$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 \$57,403,034 \$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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
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; <u>Proposing to reduce Category 2 funding to match amount charged to date</u>	\$567,250,507 \$614,317,018	\$396,299,704 \$432,218,268	\$166,644,118 \$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			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	<u>Project also has Category 11 funding; Proposing to reduce Category 2 funding to match amount charged to date</u>	\$30,136,042	\$26,327,302 \$30,136,042	\$26,327,302 \$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; Project completed in September 2025	\$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; <u>Proposing to remove Category 2 funding to match amount charged to date</u>	\$216,441,214 \$246,941,214	\$153,247,933 \$183,747,933	\$0 \$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; <u>Proposing to remove Category 2 funding to match amount charged to date</u>	\$400,415,660 \$408,845,681	\$152,995,000 \$161,425,000	\$0 \$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	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
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; Project also has Category 11 funding; Proposing to reduce Category 2 funding to match amount charged to date	\$11,916,518	\$10,100,000 \$11,916,518	\$10,100,000 \$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; Proposing to increase Category 2 funding to match amount charged to date	\$6,336,367	\$1,050,000 \$1,000,000	\$1,050,000 \$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; Project completed in July 2025	\$222,203,919	\$156,607,670			\$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project 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; Project completed in September 2025	\$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; Project completed in September 2025	\$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; Project completed in July 2025	\$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
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	March 2026 (Actual)	2026	Proposing to reduce Category 2 funding due to cost savings at letting	\$26,514,888	\$26,514,888 \$31,790,409	\$26,514,888 \$31,790,409			
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	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
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			
Total Approved Funding - Dallas County													
\$3,506,030,118													
Denton County Projects													
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	July 2022 (Actual)	2022	Project also has \$28,587,589 \$23,052,037 of Category 1 funding; <u>Proposing to increase Category 2 funding to cover change orders</u>	\$73,248,171	\$48,032,076 \$44,660,582	\$48,032,076 \$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
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 (Actual)	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 (Actual)	2024	Project also has \$20,000,000 Category 11 Energy Sector, \$11,925,553 Category 11 COCO, and \$1,452,495 of local contribution from the City of Denton	\$261,858,377	\$233,357,330		\$43,647,905		\$189,709,425
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	July 2022 (Actual)	2022	Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$28,212,007		\$1,349,711		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution 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 (Actual)	2024	Project also has \$18,812,905 Category 11 Energy Sector and \$8,920,000 Category 11 COCO funds	\$116,185,323	\$88,452,418	\$35,008,319	\$31,394,099	\$10,000,000	\$12,050,000
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 (Actual)	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 (Actual)	2025	Denton Priority Project #5; Project also has \$4,161,470 of local funds from City of Lewisville for aesthetic improvements; <u>Proposing to increase Category 2 funding to cover change order</u>	\$110,371,467	\$108,116,437 \$108,08,0131	\$108,116,437 \$108,08,0131			
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 (Actual)	2025		\$123,539,232	\$125,307,232	\$125,307,232	\$0		

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	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	May 2026 (Actual)	2026	MPO Milestone Policy Project; Project also has \$6,108,525 of CMAQ funding; Proposing to reduce Category 2 funding due to cost savings at letting	\$117,837,901 \$117,591,801	\$111,729,376 \$166,862,033	\$18,840,942 \$73,973,599	\$92,888,434		
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	July 2018 (Actual)	2018	Project also 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 (Actual)	2020	Project also had \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project completed in April 2024; Proposing to increase Category 2 funding to cover change orders	\$18,803,011	\$14,545,371 \$13,444,113	\$14,545,371 \$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	July 2018 (Actual)	2018	Project also 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 (Actual)	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; Proposing to increase Category 2 funding to cover change order	\$20,616,737	\$19,686,009 \$17,839,014	\$19,686,009 \$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	July 2021 (Actual)	2021	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; Proposing to increase Category 2 funding to cover change orders	\$68,192,321	\$72,071,082 \$68,192,321	\$72,071,082 \$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, which is completed, so it is moving to this list; 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), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
Total Approved Funding - Denton County													\$1,499,938,244
Ellis County Projects													
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	May 2018 (Actual)	2018	Project also had \$1,921,068 Category 11 & \$11,147,127 STBG; Project completed in June 2021	\$28,877,127	\$17,100,000	\$17,100,000			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
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; Project completed in September 2025	\$4,690,541	\$0	\$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also 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; Project completed in September 2025	\$5,034,801	\$0	\$0			
13076	2921-01-010	Spur 394	IH 35E to FM 877	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	February 2026 (Actual)	2026	Project in proximity to future Waxahachie ISD high school; Project also has \$5,350,240 of CMAQ funding and \$15,000,000 of STBG; Part of NT MOVES BUILD Grant Local Match Partnership; Proposing to remove Category 2 funding due to cost savings at letting	\$18,932,077	\$0 \$16,508,462	\$0 \$16,508,462			
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	March 2026 (Actual)	2026	Related to TIP 55014.2/CSJ 0261-02-081; Proposing to reduce Category 2 funding due to cost savings at letting	\$37,963,186	\$37,963,186 \$49,310,617	\$37,963,186 \$49,310,617			
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		
Total Approved Funding - Ellis County													\$223,091,117
Kaufman County Projects													
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; \$1,792,634 of Category 11 to cover remainder of cost overrun	\$13,687,533	\$6,894,899	\$6,894,899			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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	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		\$81,127,417 \$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			
Total Approved Funding - Kaufman County													\$261,325,299
Rockwall County Projects													
83221	1015-01-024	FM 549	SH 205 to SH 276	Reconstruct and widen 2 lane to 4 lane roadway with new shared use path and intersection improvements	February 2026 (Actual)	2026	Project also has \$5,987,882 of CMAQ funding; Proposing to reduce Category 4 funding due to cost savings at letting	\$29,962,034	\$23,974,152 \$46,491,402		\$23,974,152 \$46,491,402		
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; Proposing to increase Category 2 funding to cover change orders	\$342,870,407	\$295,770,547 \$295,320,406	\$89,512,854 \$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	Proposing to increase Category 2 funding to cover change orders	\$113,230,273	\$113,842,769 \$113,230,273	\$67,605,372 \$66,992,876		\$46,237,397	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects FY2017 - FY2026													
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
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			
Total Approved Funding - Rockwall County													\$663,824,010
Various County Projects													
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG; 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; Project completed in June 2025	\$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
Total Approved Funding - Various County													\$6,040,500
Total Category 2, 4, and 12 Funding									\$6,822,539,164	\$3,050,461,371	\$1,467,772,537	\$1,712,117,895	\$592,187,361

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,224,659	\$58,602,834	\$0
2019	\$508,964,686	\$192,286,577	\$442,115,800
2020	\$86,058,682	\$0	\$315,230,340
2021	\$378,996,059	\$176,584,658	\$242,956,591
2022	\$227,307,001	\$162,938,444	\$26,862,296
2023	\$439,177,001	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$556,557,907
2025	\$1,094,509,720	\$159,507,745	\$299,144,017
2026	\$83,319,016	\$116,862,586	\$0
Total	\$3,050,461,371	\$1,467,772,537	\$2,304,305,256

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2026													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects													
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also 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
Total Approved Funding - Denton County													\$0
Hood County Projects													
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	August 2018 (Actual)	2018	Category 2 funds for this project 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			
Total Approved Funding - Hood County													\$0
Johnson County Projects													
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Rehab 2 lane to 2 lane roadway with sidewalks and turn lanes	May 2026 (Actual)	2026	Project split out from TIP 13041/CSJ 0747-05-042; Project also has \$625,530 of Category 11 District Discretionary funding; Proposing to reduce Category 2 funding due to cost savings at letting	\$2,625,530	\$2,000,000 \$3,567,899	\$2,000,000 \$3,567,899			
13040.1	0747-08-002	FM 157	Main Street from 8th Street to North of County Road 108B	Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive	May 2026 (Actual)	2026	Project split out from TIP 13040/CSJ 0747-05-043; Proposing to reduce Category 2 funding due to cost savings at letting	\$5,059,581	\$5,059,581 \$6,424,015	\$5,059,581 \$6,424,015			
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	May 2026 (Actual)	2026	Proposing to reduce Category 2 funding due to cost savings at letting	\$9,493,380	\$9,493,380 \$9,773,279	\$9,493,380 \$9,773,279			
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	July 2026 (Actual)	2026	Proposing to reduce Category 4 funding due to cost savings at letting	\$64,599,552	\$64,599,552 \$84,000,000		\$64,599,552 \$84,000,000		
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	June 2026 (Actual)	2026	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; Proposing to remove Category 2 funding due to cost savings at letting	\$20,462,334	\$0 \$6,510,000	\$0 \$6,510,000			
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; Project completed in April 2026	\$17,554,206	\$0	\$0			

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2026													
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
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; Project completed in January 2026; <u>Proposing to reduce Category 2 funding to match amount charged to date</u>	\$13,744,381	\$3,950,000 \$2,994,380	\$3,950,000 \$2,994,380			
Total Approved Funding - Johnson County													\$84,146,893
Parker County Projects													
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	May 2019 (Actual)	2019	Flooding issue; Project also had \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns were covered with Category 1 funds; Category 1 funding was used to cover remaining construction costs; Project completed in January 2024; <u>Proposing to reduce Category 2 funding to match amount charged to date</u>	\$21,057,907	\$12,000,000 \$11,818,145	\$12,000,000 \$11,818,145			
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	September 2025 (Actual)	2026	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)	\$1,351,259	\$600,000	\$600,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	May 2023 (Actual)	2023		\$28,293,108	\$28,293,108		\$28,293,108		
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; <u>Proposing to reduce Category 4 due to cost savings at letting</u>	\$57,093,262	\$77,000,000 \$57,093,262	\$25,000,000	\$52,000,000 \$32,093,262		
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; <u>Proposing to reduce Category 4 due to cost savings at letting</u>	\$40,390,214	\$48,000,000 \$40,390,214	\$26,500,000	\$21,500,000 \$13,890,214		
Total Approved Funding - Parker County													\$138,194,729
Tarrant County Projects													
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders; Project completed in April 2026	\$48,600,000	\$0	\$0			

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

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
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 \$3,062,272 of CMAQ funding and Category 1 funding being used for the remainder; <u>Proposing to reduce Category 2 funding to match amount charged to date</u>	\$6,426,835	\$3,364,563 \$2,854,325	\$3,364,563 \$2,854,325			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	May 2023 (Actual)	2023		\$26,105,384	\$26,515,384	\$6,875,000	\$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2020 (Actual)	2020	Project completed in February 2025	\$20,961,182	\$23,000,000		\$23,000,000		
13003	1068-01-214	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; <u>Project completed in September 2025; Proposing to increase Category 2 funding to match amount charged to date</u>	\$19,092,215	\$19,092,215 \$19,431,431	\$19,092,215 \$19,431,431			
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; Project completed in April 2026; <u>Proposing to reduce Category 2 funding to match amount charged to date</u>	\$31,413,964	\$33,000,000 \$28,910,909	\$33,000,000 \$28,910,909			
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			

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since May 2026 STTC meeting

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

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
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	June 2020 (Actual)	2020	Cost overrun post letting	\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	June 2020 (Actual)	2020	Proposing to reduce Category 2 funding to match amount charged to date	\$97,837,881	\$113,999,400 \$111,406,446	\$45,006,400 \$42,413,446	\$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			
11572	0902-48-579	US 81/US 287	At FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2026	2026	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)	TBD	\$23,402,377	\$23,402,377			
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; Project completed in April 2026	\$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; Proposing to reduce Category 2 funding to match amount charged to date	\$575,822,671	\$469,422,670 \$467,448,697	\$39,820,670 \$37,846,697		\$429,602,000	

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2026														
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	
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			
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; Proposing to reduce Category 2 funding to match low bid	\$726,945,646	\$536,545,646 \$438,671,824	\$330,215,646 \$232,341,824	\$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				
Total Approved Funding - Tarrant County														\$2,707,044,093
Wise County Projects														
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029; Proposing to increase Category 2 funding to cover change orders	\$30,817,569	\$26,000,000 \$31,017,569	\$26,000,000 \$31,017,569				
Total Approved Funding - Wise County														\$31,017,569

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects FY2017 - FY2026													
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects													
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project completed in August 2023	\$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; Project completed in August 2024	\$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
Total Approved Funding - Various County													\$3,487,500
Total Category 2, 4, and 12 Funding									\$2,963,890,784	\$1,303,455,953	\$640,908,982	\$849,602,000	\$169,923,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$59,294,380	\$0	\$370,000,000
2019	\$11,818,145	\$0	\$0
2020	\$71,324,355	\$113,993,000	\$113,106,349
2021	\$0	\$0	\$0
2022	\$435,465,376	\$223,000,000	\$482,932,000
2023	\$527,327,527	\$47,933,492	\$812,500
2024	\$117,500,000	\$191,382,938	\$51,775,000
2025	\$2,854,325	\$0	\$900,000
2026	\$77,871,845	\$64,599,552	\$0
Total	\$1,303,455,953	\$640,908,982	\$1,019,525,849

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects FY2017 - FY2026												
TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	October 2020 (Actual)	2021	Project completed in August 2023; Project also has Category 1 funding; Proposing to reduce Category 2 funding to match amount charged to date	\$14,191,647	\$14,182,893 \$16,400,000	\$14,182,893 \$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; Proposing to increase Category 2 funding to cover change orders	\$30,044,518	\$25,218,696 \$25,023,674	\$25,218,696 \$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding	\$64,767,102	\$52,374,999	\$23,375,000		\$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 1 funding	\$44,670,227	\$39,679,749	\$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$4,098,997 of Category 11 Change Order funding	\$76,034,119	\$71,660,123	\$13,689,859	\$8,373,452	\$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	October 2023 (Actual)	2024	Project also has \$794,237 of Category 11 Change Order funding	\$53,725,782	\$52,931,546	\$1,820,209	\$5,000,000	\$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	October 2023 (Actual)	2024	Project also has \$500,937 of Category 11 Change Order funding	\$58,708,986	\$58,208,050	\$111,778	\$5,000,000	\$53,096,272
21051	0009-13-175	IH 30	At Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 1 funding	\$18,638,110	\$15,129,828	\$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	March 2023 (Actual)	2023	Project completed in March 2025	\$4,665,736	\$4,665,736	\$4,665,736		
Total Approved Funding									\$334,051,620			
Total Category 2, 4, and 12 Funding									\$334,051,620	\$137,873,748	\$18,373,452	\$177,804,420

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$0	\$0	\$0
2021	\$14,182,893	\$0	\$0
2022	\$0	\$0	\$0
2023	\$108,069,009	\$0	\$28,999,999
2024	\$15,621,846	\$18,373,452	\$148,804,421
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
Total	\$137,873,748	\$18,373,452	\$177,804,420

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since May 2026 STTC meeting

The Better Utilizing Investments to Leverage Development America 250 Act

On May 19, a five-year surface transportation reauthorization bill was introduced in the U.S. House of Representatives. H.R. 8870, or the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act, authorizes \$580 billion of federal funding for highways, bridges, transit, and rail over fiscal year (FY) 2027 through FY 2031, with \$474.4 billion provided as Highway Trust Fund (HTF) contract authority. Overall, the proposed bill preserves and modestly grows the traditional highway formula backbone (NHPP/STBG/HSIP/CMAQ), dramatically increases bridge formula funding, and gives MPOs more planning money and a path to direct receipt while eliminating the newer climate/resilience/equity formula programs (Carbon Reduction, PROTECT formula, NEVI).

The BUILD America 250 Act:

- Provides over its five-year period for,
 - Federal Highway Administration (FHWA): \$376 billion;
 - Federal Transit Administration (FTA): \$87.6 billion;
 - National Highway Traffic Safety Administration (NHTSA): \$5.7 billion;
 - Federal Motor Carrier Safety Administration (FMCSA): \$5 billion;
 - Federal Railroad Administration (FRA): \$64.7 billion (including \$31.1 billion for Amtrak)
- Net direction vs. IIJA: Highway funding rises ~8% (+\$28B); transit + rail fall ~20% (-\$43B). Looking only at guaranteed dollars: Highways rise ~7% (+\$26B) while transit + rail lose ~45% (-\$71B)
- Does not include General Fund advance appropriations. IIJA used advance appropriations to guarantee about \$184 billion of mostly transit, rail, resilience related programs.
- MPO Planning Funds increased (~18%), federal cost share raised (80% to 90%), and eligible uses of PL Funds were broadened.
- Requires states to collect \$130 in annual registration fees on electric vehicles and \$35 per year from plug-in hybrids, increasing biennially starting in 2029 and capped at \$150 and \$50 per year, respectively.
- Establishes a revised bridge formula program funded at \$9.2 billion per year from the HTF and authorizes \$2 billion per year for the “Bridge Completion Program” from the General Fund (subject to future appropriations).
- Creates the Surface Transportation Accelerator Grant discretionary program with \$2.4 billion per year from the HTF and continues the Safe Streets and Roads for All program, ramping up to \$1 billion in FY 2031 from the HTF.
- Establishes a new federal framework for Automated Driving System (ADS)-equipped commercial motor vehicles operating in interstate commerce, including a safety standard rulemaking to require a safety case and incident reporting.
- Repeals the Carbon Reduction formula program and the Reconnecting Communities and Neighborhood Access and Equity grant programs; and eliminates the formula funded component Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula program while continuing the discretionary grants.

The House Transportation and Infrastructure (T&I) Committee passed the BUILD America 250 Act (62-2) on May 22. The bill now advances to the full House, where leadership and the Rules Committee will decide on debate procedures and potential amendments prior to a floor vote. If passed by the House, it must still be reconciled with the Senate's version (yet to be released) before both chambers vote on a final negotiated package and send it to the President for signature.

We would like to invite you to the City of Irving and TXU's Environmental Career Symposium. This is an opportunity to hear from experts in the environmental field from local, regional and state levels as well as private sector industry experts. Attendees will have the opportunity to meet government and industry leaders in environmental careers and hear how to improve their resumes and networking to enhance their environmental career.

Opportunities for networking, resume enhancements and complimentary headshots will be provided to attendees.

Event: City of Irving Environmental Career Symposium

Date: Friday, September 11, 2026

Time: 1:00- 4:00 PM

Location: 1925 W John Carpenter Freeway Irving, TX 75063



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2025 Safety Program Performance Measures

North Central Texas Council of Governments - Roadway Safety Program Area

The annual Transportation Safety Performance Measures Report provides updates on federal performance measures and how the North Central Texas Council of Governments (NCTCOG) supports those performance measures through programs, projects, policies, safety efforts, strategic investments and public awareness. NCTCOG works with regional stakeholders and the Texas Department of Transportation (TxDOT) on identifying and funding projects designed to reduce crashes, prevent injuries and save lives. To help reduce crashes, the Regional Transportation Council (RTC) has allocated \$57 million to implement education, enforcement and engineering projects focused on safety. In addition, the report includes various additional NCTCOG performance measures in support as well.

\$57 Million Regional Transportation Council Safety Program (DFW Region)

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Edge Pavement Program	\$3 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware North Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans	Totals \$57 Million

Safety Program - Current Activities in Support

Category	Current Efforts	Totals
1 Speed Enforcement	City of Fort Worth Enforcement Corridors Program - <i>agreement under review</i>	\$7 million
2 Speed Education	NCTCOG - DANT Educational Campaign Website, Outreach Event Items and Participation, Regional Restaurant and Bar Advertising (targeted messaging)	\$2 million
3 Bicycle/Ped Education	NCTCOG - Look Out Texans Campaign	\$2 million
4 Bicycle/Ped Engineering	City of Carrollton - Kelly Blvd Sidepath PS&E and Construction Phases Dallas County - Cotton Belt Trail Connection Alignment PS&E from Carrollton to Coppell NCTCOG - Count Equipment and Operations for DFW Discovery Trail and Cotton Belt Trail NCTCOG - Wayfinding Signage Fabrication for DFW Discovery Trail NCTCOG - Wayfinding Signage Plan for Cotton Belt Trail	\$10 million
5 Freeway Operations Engineering and Intercity Connections	<i>Work not yet completed</i>	\$25 million
6 Youth Safety Program	The Meadows Institute - Active Bystandership for Teen Drivers Pilot	\$4 million
7 Edge Pavement Program	NCTCOG - executed contracts with Johnson and Denton Counties to implement repair of shoulder drop-off to improve safety - <i>recently initiated</i>	\$3 million
8 Other		\$4 million

NCTCOG's Support of Federal Safety Performance Targets

Safety Performance Targets

Safety Performance Targets	2025 TxDOT Targets	2025 NCTCOG Targets	2026 TxDOT Targets	2026 NCTCOG Targets
		Fatalities – 3.7% Serious Injuries – 2%		Fatalities – 3.8% Serious Injuries 2%
No. of Fatalities	3,046	598.5	3,046	576.9
Fatality Rate	1.360	0.767	1.44	0.739
No. of Serious Injuries	18,096	4,382.5	18,884	3,752.4
Serious Injury Rate	6.640	5.282	6.30	4.54
No. of Bicycle & Pedestrian Fatalities and Serious Injuries	2,371	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	2,802	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6

- NCTCOG 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.
- Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.
- Fatality and fatality rate targets represent a 50% reduction by 2035. Serious Injury and serious injury targets represent a two percent reduction from the trendline each year.

Actual Safety Performance Reporting for 2024 Targets

Safety Performance Measures	Original 2024 Target	PY2024 Actual Performance	PY2018- 2022 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	598.5	658.8	620.2	No	No	No
Rate of Fatalities	0.760	0.797	0.751	No	No	
Number of Serious Injuries	3,637.3	3,829	3,645.2	No	No	
Rate of Serious Injuries	4.53	4.633	4.113	No	No	
Number of Bicycle & Pedestrian Fatalities and Serious Injuries	634.7	657.4	594.6	No	No	

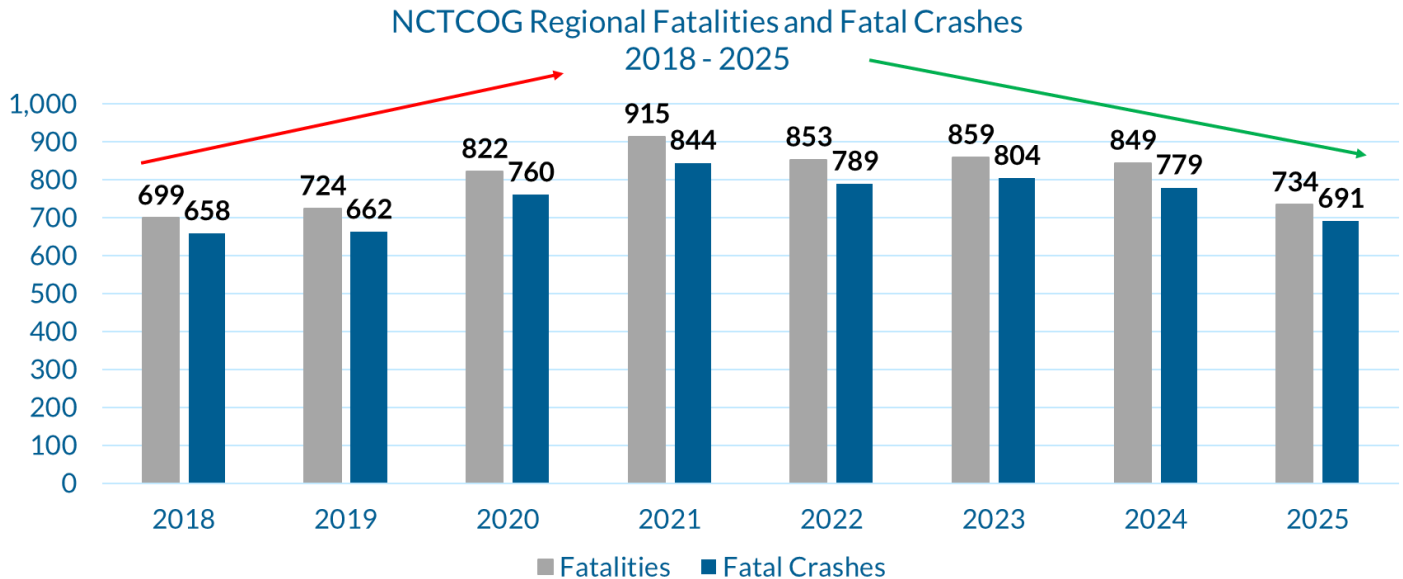
- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2024 Actual Performance was conducted in Spring of 2026.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2024, that data period was 2018-2022.

*Although as a region, we did not meet the established fatality targets for 2024, we have achieved significant reductions in both fatal crashes and fatalities as highlighted in the next section of the report.

NCTCOG's 12 - County MPA Crash and Fatality Data

This graph highlights the fatalities and fatality crashes within the North Central Texas region between 2018 – 2025 and shows the performance for all fatality crashes that involve vehicles, bicyclists and pedestrians. Our region is still working to get back to pre-pandemic levels for fatal crashes and fatalities and we are getting very close to 2019 levels. Our largest one-year decrease in fatalities and fatality crashes occurred from 2024 to 2025 with a decrease of 110 fatalities and 88 fatal crashes. This is nearly 30% of the total statewide reductions in fatalities achieved. Since the highest point of fatalities in 2021, we've achieved a near 20% reduction in fatalities by the end of 2025, a decrease of over 187 fatalities and 168 fatal crashes.

Actual Fatalities and Fatal Crashes 2018 - 2025



Data Source: TxDOT Crash Records Information System (CRIS) Dashboard

12 - County MPA Crash and Fatality Data 2021 - 2025

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2021 to 2025. The data below indicates that in 2024 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2025 was 0.833.

2021-2025 Crashes						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	12,383	13,827	14,832	15,482	15,615	-0.86%
Dallas	55,357	54,537	52,135	46,020	43,805	4.81%
Denton	11,416	11,974	12,290	12,401	12,195	1.66%
Ellis	3,302	3,232	3,402	3,889	3,823	1.7%
Hood	803	812	842	841	784	6.78%
Hunt	1,783	1,604	1,713	1,760	1,811	-2.9%
Johnson	2,778	2,736	2,786	2,734	2,869	-4.94%
Kaufman	2,228	2,284	2,351	2,613	2,665	-1.99%
Parker	2,638	2,527	2,644	2,598	2,794	-7.54%
Rockwall	1,751	1,865	2,160	2,430	2,755	-13.37%
Tarrant	30,723	29,012	29,075	28,039	30,347	-8.23%
Wise	1,021	1,149	1,152	1,118	1,244	-11.27%
Total	126,183	125,559	125,382	119,925	120,707	-0.65%

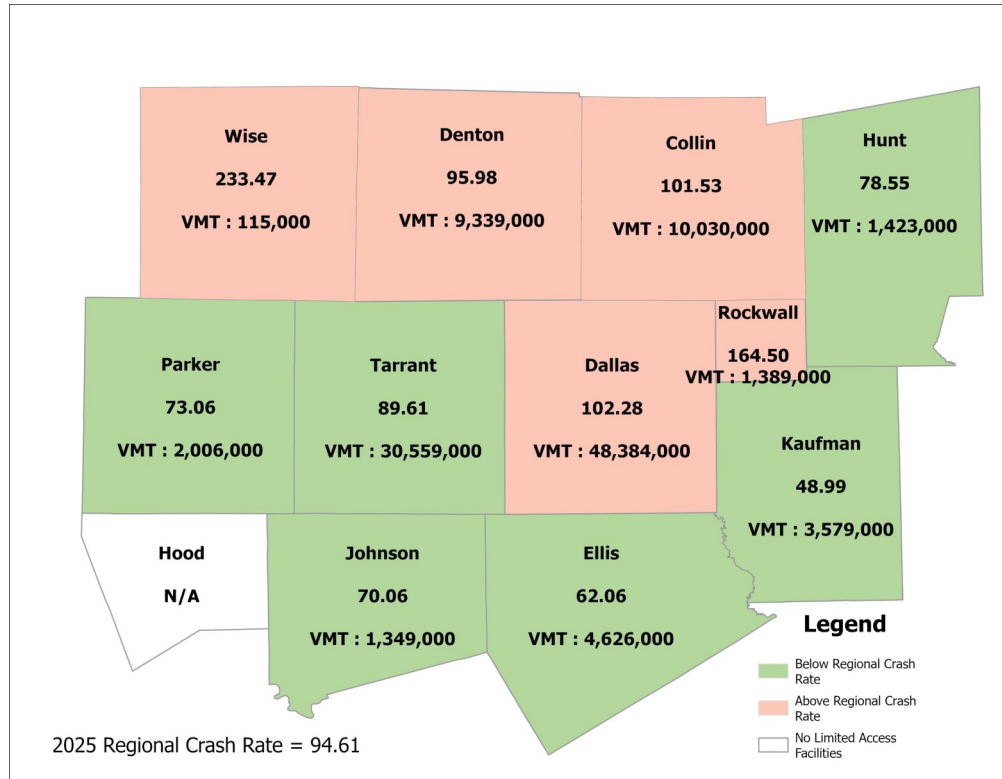
2021-2025 Fatalities						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	50	76	62	73	66	9.59%
Dallas	352	354	336	329	274	16.72%
Denton	66	49	52	51	56	-9.8%
Ellis	36	33	37	42	28	33.33%
Hood	12	10	8	10	9	10%
Hunt	38	15	35	23	25	-8.7%
Johnson	39	36	31	21	16	23.81%
Kaufman	36	26	23	23	24	-4.35%
Parker	28	15	24	33	24	27.27%
Rockwall	10	6	12	5	8	-60%
Tarrant	227	210	217	204	190	6.86%
Wise	21	23	22	35	14	60%
Total	915	853	859	849	734	13.55%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/4/2026 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

2025 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 94.61. This represents a decrease from the 2024 rate of 106.38 crashes per 100 million vehicle miles traveled (VMT). Collin, Dallas, Denton, Rockwall, and Wise Counties were the only counties with a crash rate above the regional average in 2025.



Crash Rates calculated for limited access facilities: IH, SH, and US main lanes.

2025 Contributing Factors for Serious Injury and Fatality Crashes

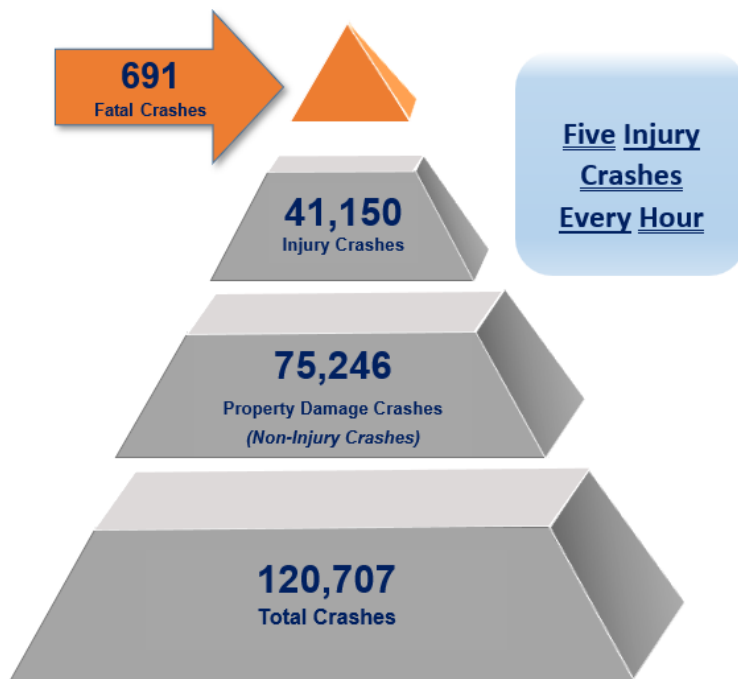
	Top Ten Contributing Factors — Limited Access Facilities Only	2024	2025
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	32.51%	34.36%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other)	13.56%	11.71%
3	Failed to Drive in Single Lane	10.20%	11.20%
4	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	10.50%	10.94%
5	Changed Lane When Unsafe	9.18%	9.32%
6	Faulty Evasive Action	7.87%	7.35%
7	Disabled in Traffic Lane	3.21%	4.02%
8	Pedestrian Failed to Yield Right of Way - To Vehicle	4.08%	3.76%
9	Turned When Unsafe	0.44%	1.28%
10	Wrong Way Driving (One Way Road)	1.31%	1.20%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2025. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2025 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

Potentially **45 responders** "working in or near moving traffic" every hour 24/7/365.

*Crash pyramid does not include "Unknown Injury Crashes".

First Responder Struck-By 'Fatality' Stats (2024 - 2025)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2024 National	2025 National	2024 Statewide	2025 Statewide	2024 Region	2025 Region
Police	26	16	4	2	1	0
Fire/EMS	3	3	0	0	0	0
Towing	12	11	4	1	2	0
Roadside Assistance Patrol	4	3	0	0	0	0
Total Responder Fatal Struck-bys	45	33	8	3	3	0

"Between January — April 2026, nationwide **eight** responders have been struck & killed by vehicles (2 in Texas, including 1 in Dallas)." www.ResponderSafety.com

NCTCOG Roadside Assistance Patrol Struck-By Non-Fatality Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2022	34	3	0	16	0	53
2023	15	7	6	n/a	0	28
2024	5	6	11	n/a	0	22
2025	6	11	10	n/a	2	29

Data was collected directly from regional mobility assistance patrol providers.

NCTCOG Traffic Incident Management Program

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2024	2025	Total
3,814	103	3,917

NCTCOG TIM First Responder and Manager's Course

NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (102): August 2013 - December 2025

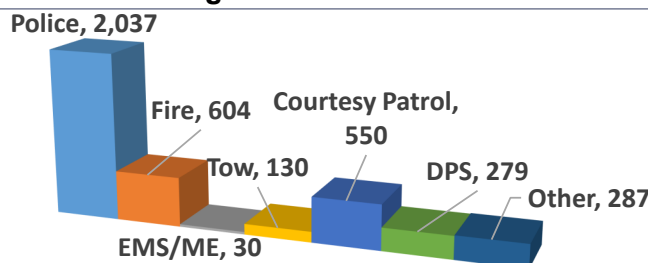
Allen	Corsicana	Greenville	Midlothian	Springtown
Alvarado	Cresson	Hickory Creek	N. Richland Hills	Sunnyvale
Amarillo	Cross Roads	Highland Park	Northlake	Terrell
Argyle	Dallas	Hurst	Oak Point	University Park
Arlington	Decatur	Hutchins	Pantego	Venus
Aubrey	Denton	Irving	Plano	Waxahachie
Azle	DeSoto	Josephine	Ponder	Weatherford
Balch Springs	Duncanville	Joshua	Princeton	Willow Park
Bedford	Ennis	Keene	Prosper	Wilmer
Benbrook	Eules	Keller	Reno	
Boyd	Farmers Branch	Kennedale	Rhame	
Bridgeport	Flower Mound	Krum	Richardson	
Burleson	Forest Hill	Lake Cities	Richland Hills	
Caddo Mills	Forney	Lake Worth	Rio Vista	
Carrollton	Fort Worth	Lavon	Roanoke	
Cedar Hill	Frisco	Lewisville	Rockwall	
Celina	Garland	Little Elm	Sachse	
Cleburne	Glenn Heights	Mansfield	Sanger	
Colleyville	Granbury	Maypearl	Seagoville	
Coppell	Grand Prairie	McKinney	Southlake	
Corinth	Grapevine	Melissa		
		Mesquite		

Counties: Collin, Dallas, Erath, Hood, Hunt, Johnson, Rockwall, Tarrant, Wise

Notes:

- Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
- A complete list of Agency Attendance from 2003 is available upon request.

NCTCOG First Responder and Manager's Course Attendance - Breakdown By Discipline



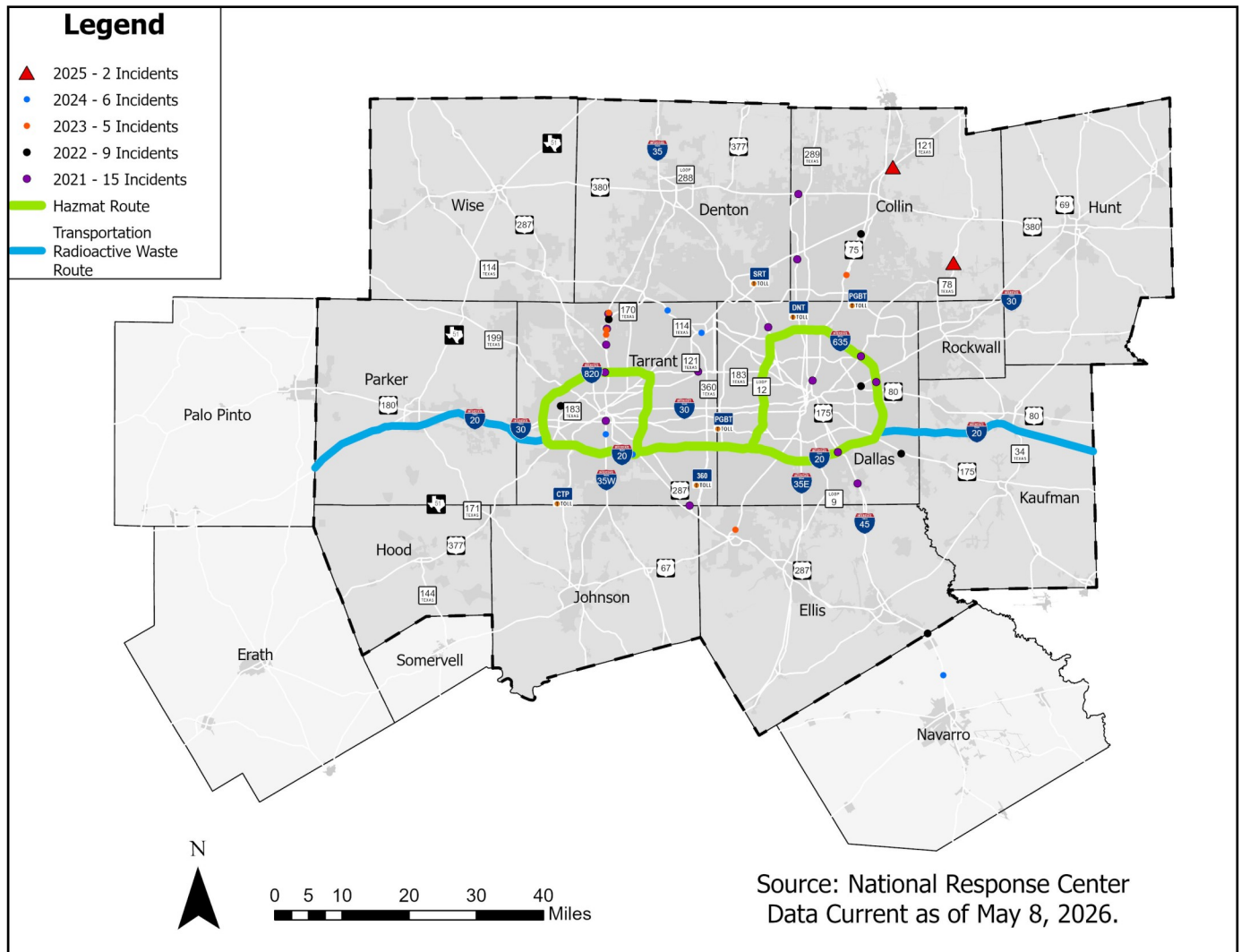
NCTCOG TIM Executive Level Course Attendance

The NCTCOG **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2025)
535	257	46	16	89	32	335	1,328

2025 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 up designated as radioactive waste routes. In 2025, there were 2 significant HazMat spills within the 16-county region. This is down from the previous year, which had 6 such incidents.



County	2021	2022	2023	2024	2025	Total
Collin	2	2	0	0	2	6
Dallas	6	4	1	0	0	11
Denton	0	0	0	0	0	0
Ellis	0	1	0	0	0	1
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	0	0	0	0	0	0
Navarro	0	0	0	1	0	1
Parker	0	0	0	0	0	0
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	7	2	4	5	0	18
Wise	0	0	0	0	0	0
Total	15	9	5	6	2	37

Roadside Assistance Program

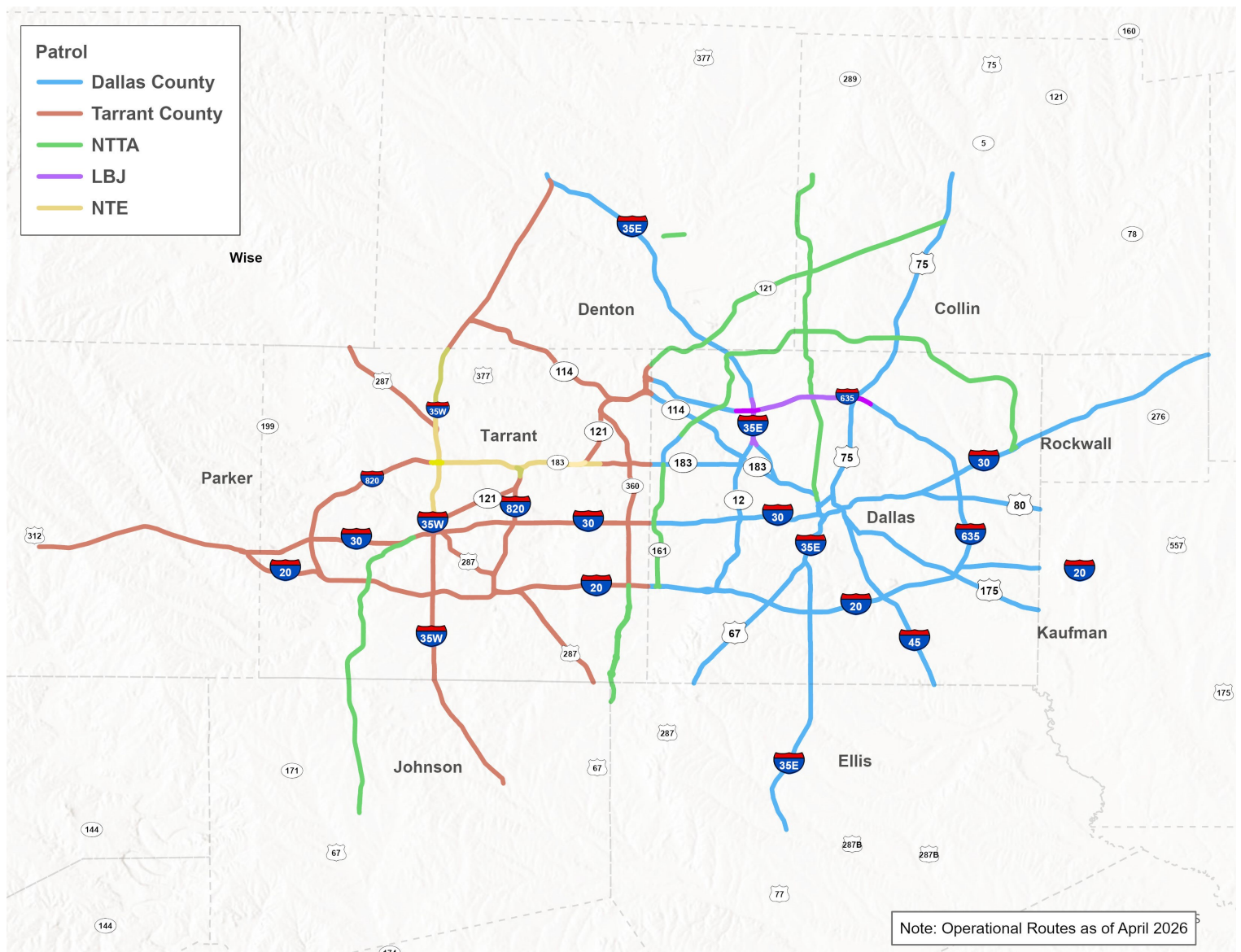
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

Roadside Assistance Program Performance Measures

Agency	2024 Assists	2025 Assists
Dallas County Operations	56,816	52,165
Tarrant County Operations	25,798	24,572
NTTA	46,045	40,327
NTE Express	3,998	4,395
LBJ Express	2,622	3,220

Patrol Routes



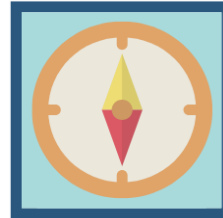
In 2025, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



61,436

**Driver Assistance
/ Stalled Vehicle**



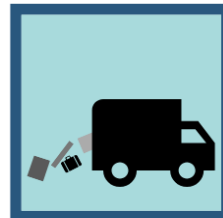
2,730

**Courtesy Check
/ Directions**



34,950

**Crash
Assistance**



12,153

**Debris
Removal**



10,389

**Protection to
First Responders**



3,021

**Abandoned
Vehicle Check**

Total Combined Assists: 124,679

Notes:

Data includes Dallas County, Tarrant County, NTTA, LBJ Express and North Tarrant Express assists combined.

		Hours of Operation	Phone Number
Dallas County		Mon - Fri 5 AM - 9:30 PM Sat - Sun 11 AM - 7:30 PM	 (214) 320-4444
Tarrant County		Mon - Sun 6 AM - 10 PM	 (817) 884-1213
NTTA		Mon - Sun 24 Hours a Day	 (214) 224-2203 or #999
NTE and LBJ TEXpress		Mon - Sun 24 Hours a Day	 (972) 661-8693 or #789



TxDOT Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2025 HSIP CFP for the FY26-FY29 funding cycle. The 2025 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 20 projects for a total of \$32,737,189.89.
- The Fort Worth District received approval on 21 projects for a total of \$19,923,513.

Statewide TXDOT and Metropolitan Planning Organization Safety Performance

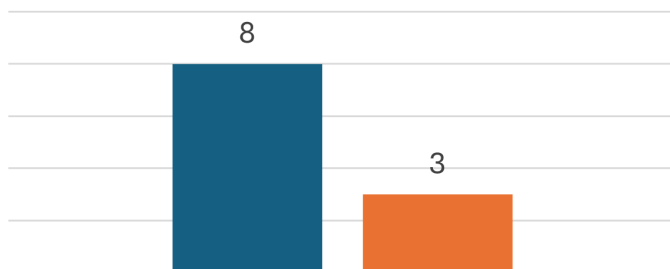
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts within the region. Updates will be provided in future reports.

2025 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TXDOT/MPO	734
Fatality Rate	TXDOT/MPO	0.833
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	TBD
Number of Safety Related Programs	TxDOT/MPO	TBD
Number of Education Related Programs	TxDOT/MPO	TBD

NCTCOG Regional Safety Survey — Partner Updates

The NCTCOG Regional Safety Survey gives a platform for regional partner agencies to report on roadway safety programs they are undertaking. This allows agencies to report safety related programs and initiatives that they have in place or are actively planning. Many highlighted programs include roadway safety plans, vision zero initiatives, neighborhood traffic calming projects, and many more projects not limited to the tables below. A number of agencies surveyed were undertaking two or more major safety programs and initiatives.

Agencies with two or more Reported Safety Initiatives / Programs

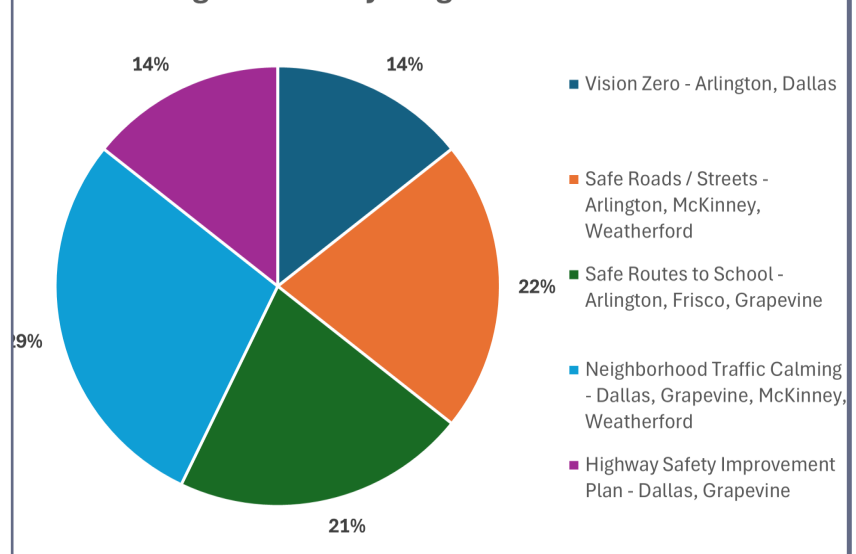


■ Yes - Arlington, Dallas, Garland, Grapevine, McKinney, Mesquite, Weatherford

■ No - Keller, Waxahachie, Flower-Mound

**70 agencies were surveyed and 56 agencies had not responded at the time of this publication.*

Regional Safety Programs & Initiatives



Safe Streets For All Grant Funding



In 2024, the North Central Texas Council of Governments (NCTCOG) received a \$5 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs); and to also prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties by improving safety for students walking to school in areas near high injury roads across the region. The RTC approved a \$1.25 million match for a total of \$6.25 million to address this important regional issue. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

Since spring 2025, NCTCOG and local government staff coordinated with a multi-discipline consultant team to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Roadway Safety Plan and the Pedestrian Safety Action Plan. By spring 2026, RSAs were completed for twenty-seven (27) roadway corridors in thirteen (13) municipalities providing recommendations to improve pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans were completed within these corridors to address walking and bicycling safety for children traveling to/from school.

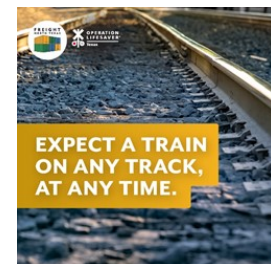
Each safety audit and safe routes to school plan provided a final report with traffic and safety observations and recommended safety countermeasures for implementation.

Freight Safety

Between May and August 2025, NCTCOG ran the 2025 Freight Safety Campaign. The goal of the campaign was to reduce freight and crossing-related accidents and inform the public about safe practices near large commercial motor vehicles and railroad crossings. Safety tips were presented through social media, podcasts, billboards, posters, and radio ads, in English and in Spanish, ensuring the message of freight safety was seen and heard throughout the region on a variety of platforms. See examples below. Billboard advertisements were estimated to have been seen 52,329,075 times, audio advertisements on Audacy and Spotify were estimated to have reached over 2 million people, and advertisements on Facebook, Instagram, and Google Search were seen hundreds of thousands of times. For more information, visit the following website - <https://nctcog.org/trans/plan/freight/freight-safety>



Freight Safety Campaign Tips



Active Bystandership for Teen Drivers



Motor vehicle crashes remain a leading cause of death for young people in North Texas and across the state. In 2024, drivers age 24 and younger were involved in 28,857 crashes across the NCTCOG's 12-county Metropolitan Planning Area — including 187 fatal crashes (NCTCOG, 2024 Safety Program Performance Measures, September 2025). While total younger roadway user crashes have declined modestly from a 2021 peak, the volume and severity of these incidents underscore the continued need for targeted prevention strategies.

In response, NCTCOG has partnered with the Meadows Mental Health Policy Institute (the Meadows Institute) to develop and pilot Teen Driver Bystandership, a two-hour, in-person curriculum that equips teen passengers with skills to recognize unsafe driving behaviors — including distracted, impaired, and speeding-related driving — and to intervene effectively before a crash occurs.

The pilot is currently underway at Independent School District (ISD) high schools and community centers across the region. Participating ISDs share program information with students and families to recruit teens ages 15–18, who attend sessions delivered by Meadows Institute-trained instructors. Pre- and post-training assessments are being administered to measure changes in participant attitudes and knowledge.

Preliminary survey results are encouraging. Participants averaged an 87% score on post-survey knowledge assessments, and 94% accurately defined active bystandership as an obligation to intervene. Notably, 96.7% of students reported they would feel comfortable speaking up as a passenger if they witnessed unsafe driving behavior, and 94.2% indicated they intend to apply the strategies learned in their daily lives. Ninety-eight percent found the training useful, and 96% agreed it changed the way they think about their role in the vehicle.

Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

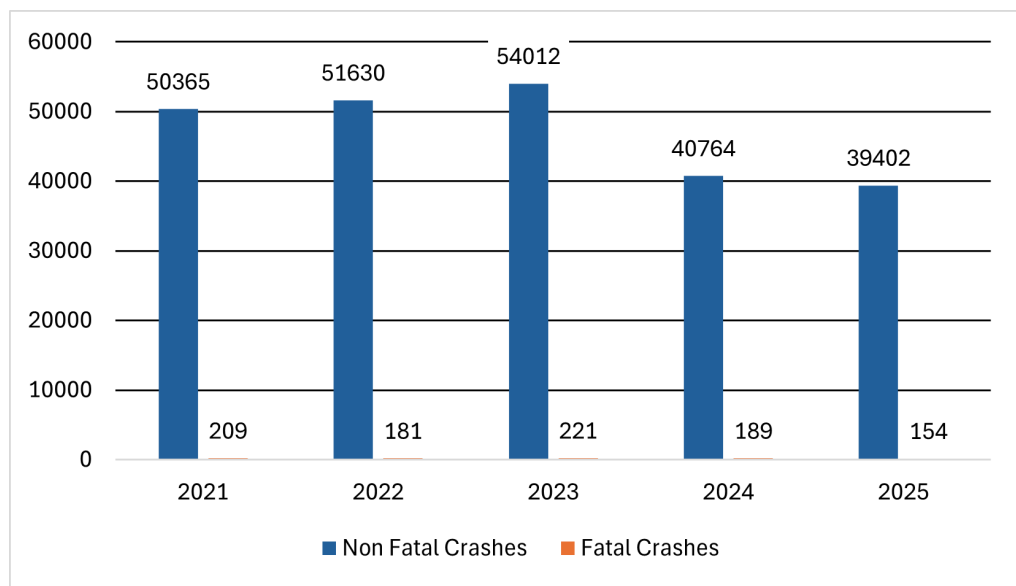
Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

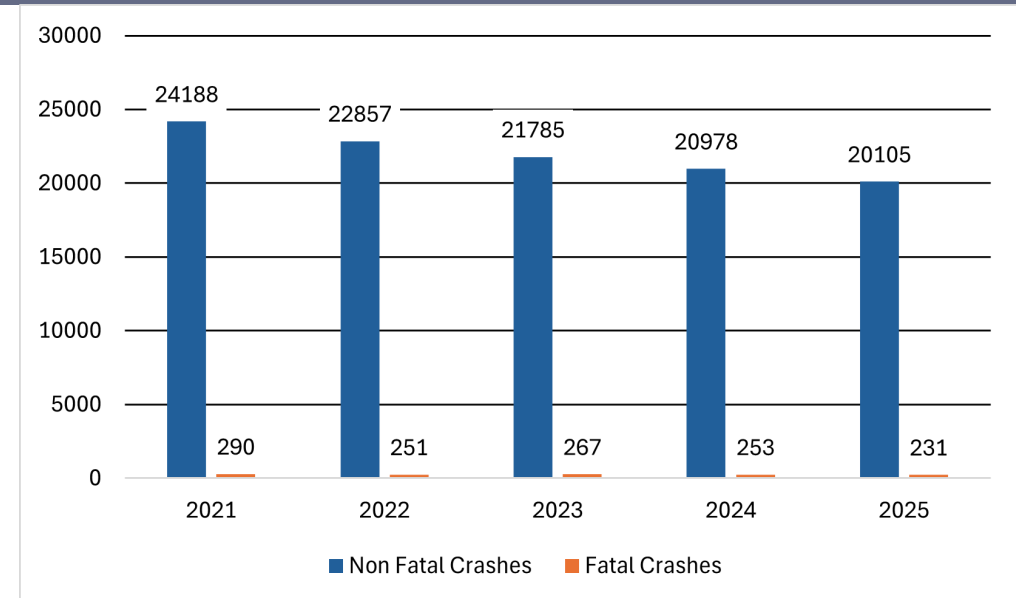
12-County MPA - Intersection Related Crashes: 2021 - 2025

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes decreased by 3.4 percent from 2024 to 2025 with a decrease of 1,397 total crashes in 2025.



Roadway and Lane Departure Crashes: 2021 - 2025

Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 4.2 percent decrease in Roadway and Lane Departure crashes from 2024 to 2025 and 895 fewer crashes in 2025.

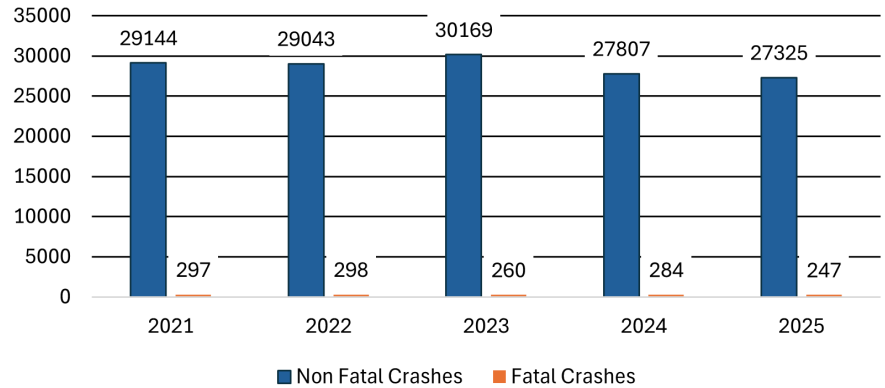


Speeding Related Crashes: 2021 - 2025

Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2024 to 2025, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 519 total crashes.

Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.

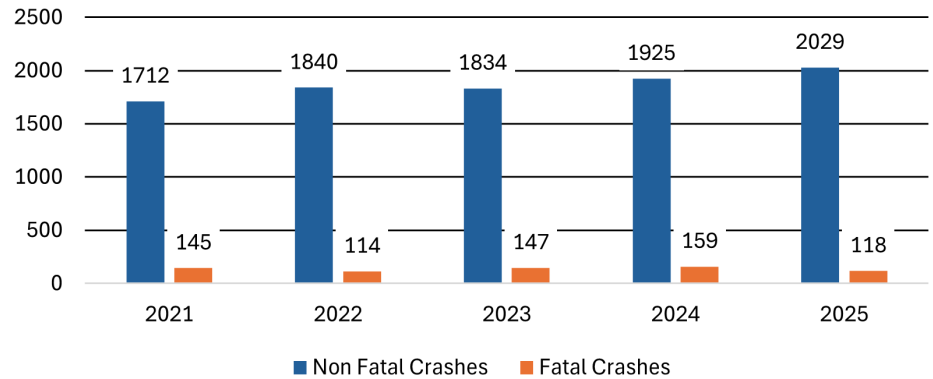
12 - County Speeding Related Crashes
2021-2025



Motorcyclist Involved Crashes: 2021 - 2025

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 63 total crashes involving motorcyclists from 2024 to 2025.

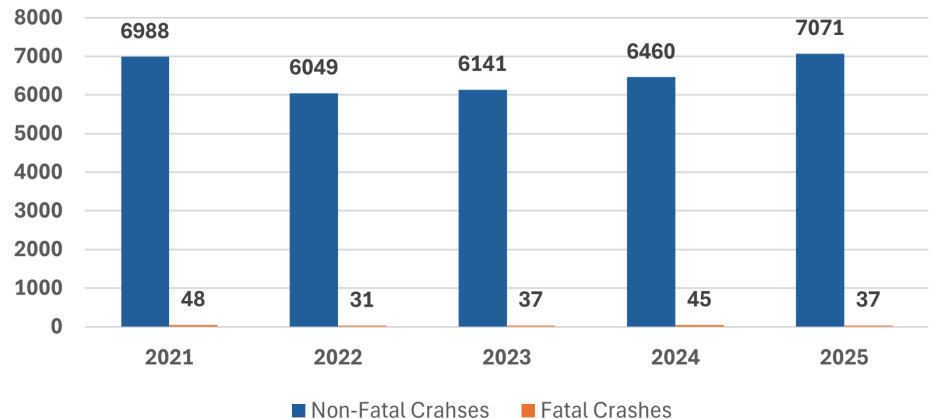
12 - County Motorcycle Involved Crashes
2021 - 2025



Construction Zone Crashes: 2021 - 2025

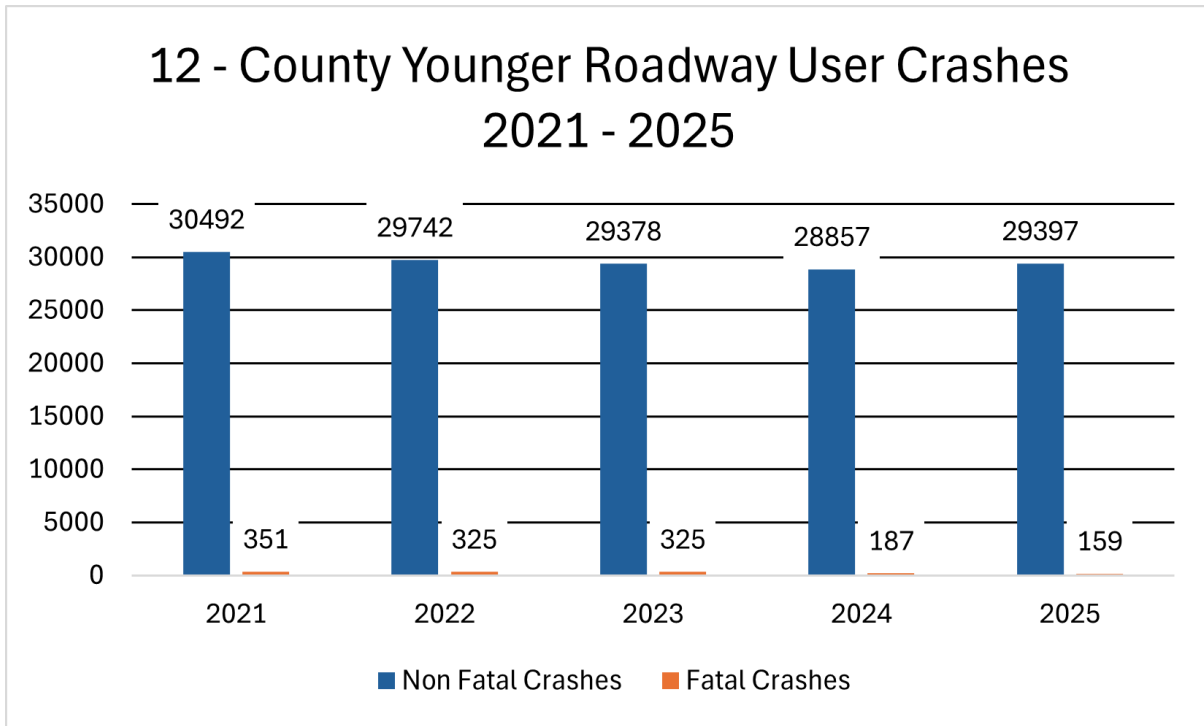
In 2025, over 7,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 37 deaths and another 158 serious injuries.

12 - County Construction Zone Related Crashes
2021 - 2025



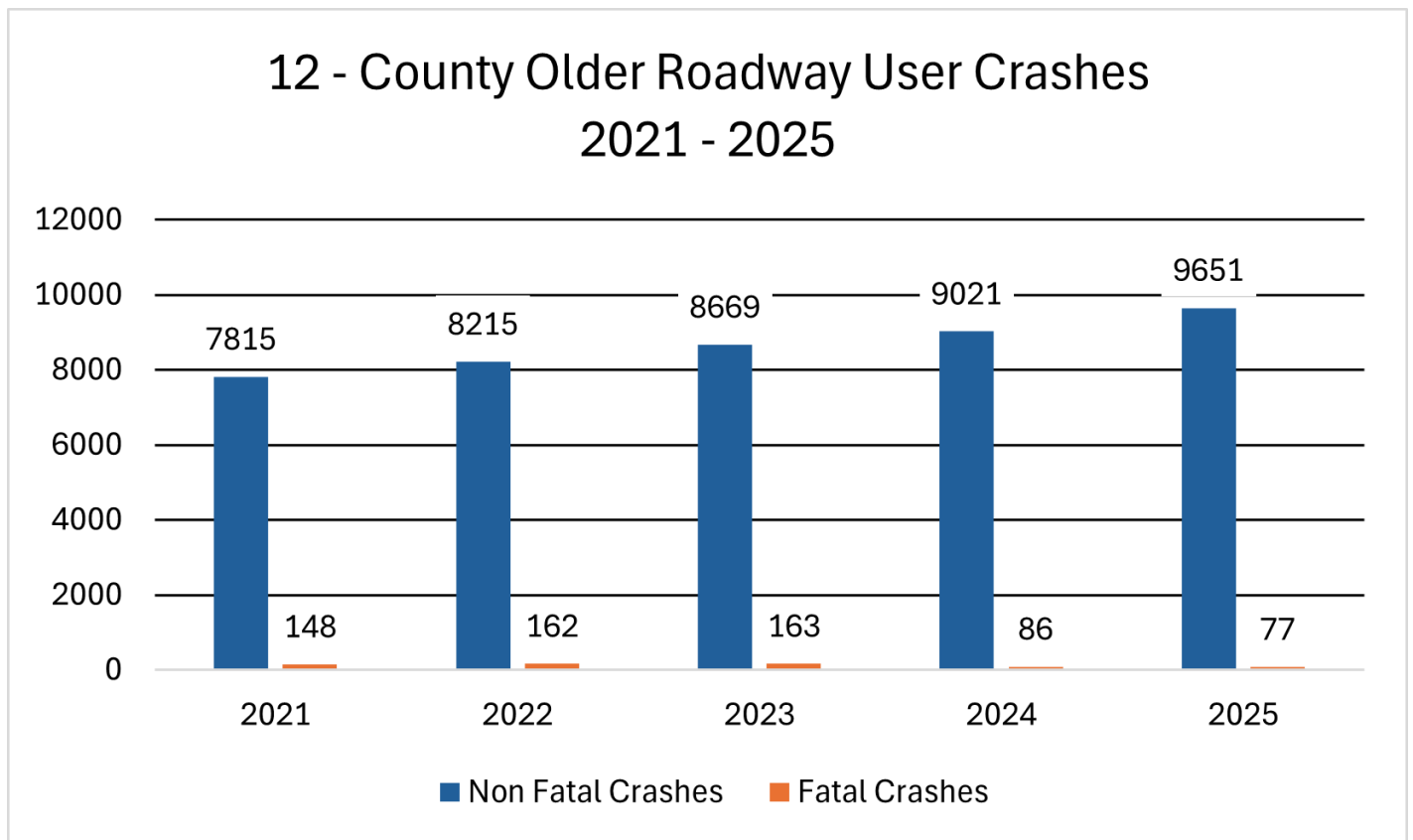
Younger Roadway User Crashes: 2021 - 2025

Younger roadway users are drivers who are 24 years of age and younger. From 2024 to 2025, Younger Roadway User crashes increased by 1.8 percent, with an increase of 512 total crashes in 2025.



Older Roadway User Crashes: 2021 - 2025

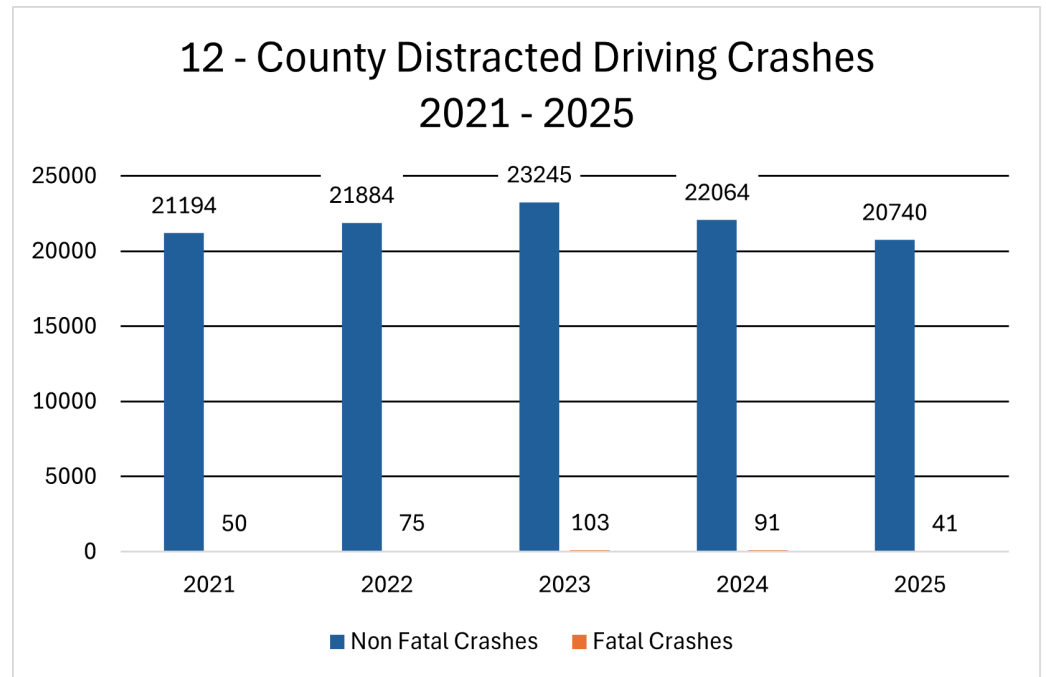
Older Roadway Users are drivers that are of the age 65 and older. From 2024 to 2025, Older Roadway User crashes increased by 6.8 percent, with an increase of 621 total crashes in 2025.



Distracted Driving: 2021 - 2025

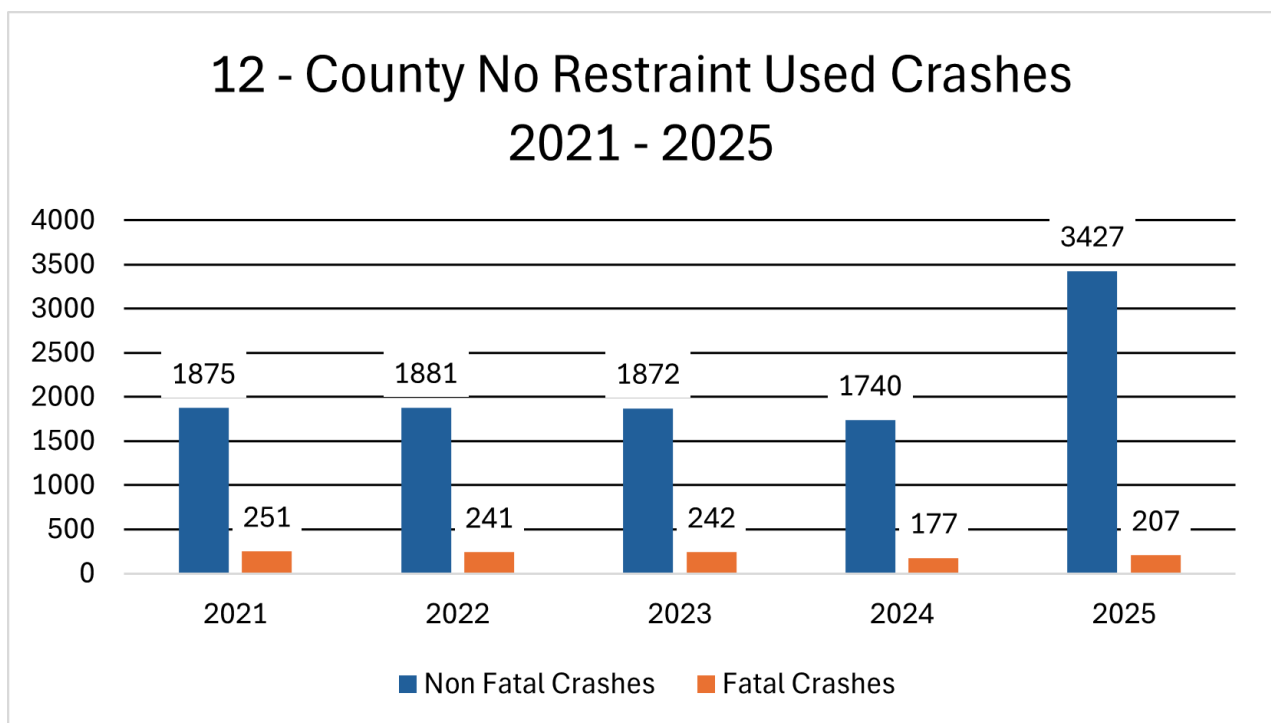
From 2024 to 2025, the number of crashes on all roadways caused by a distracted driver decreased 6.2 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,374 from 2024 compared to 2025.

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use were either a primary, secondary, or tertiary contributing factor to the crash.



No Restraint Used Crashes: 2021 - 2025

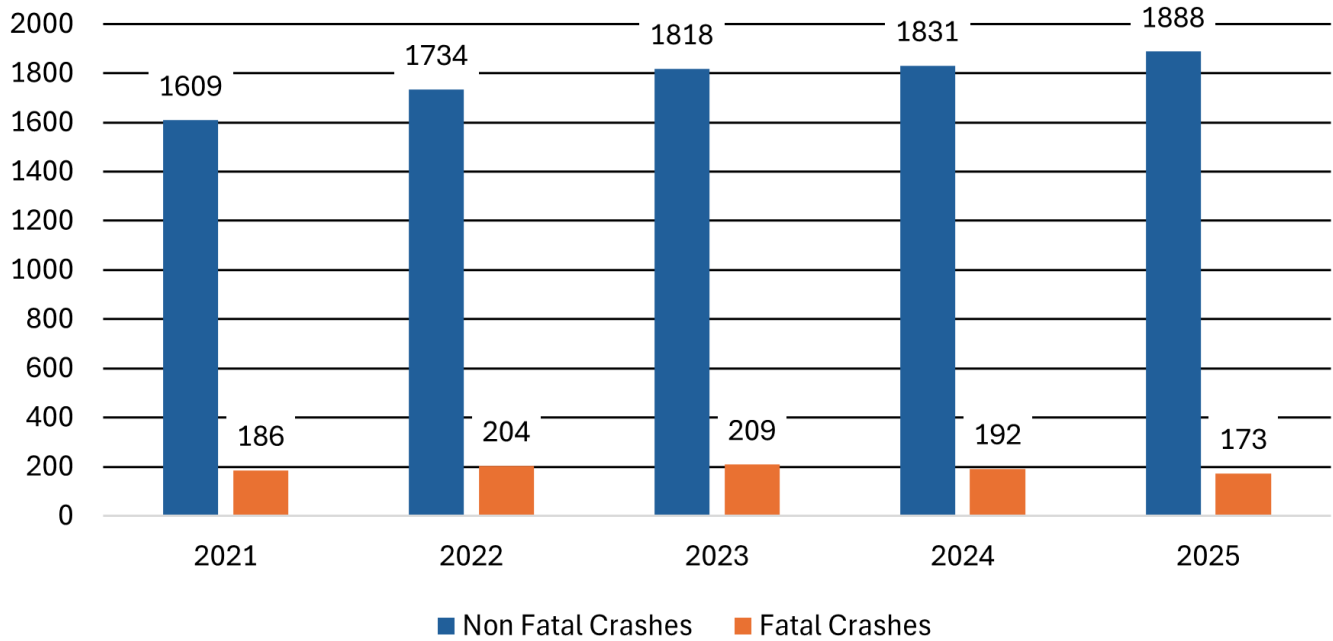
No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved. There was an alarming increase in the number of crashes that involved people who did not wear seatbelts between 2024 and 2025 with an increase of 1,687 crashes.



12-County MPA - Bicyclist and Pedestrian Crashes: 2021 - 2025

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2024 to 2025, the total number of crashes involving a bicyclist or a pedestrian increased by 1.9% with an increase of 38 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.

Bicyclist and Pedestrian Crashes 2021 - 2025



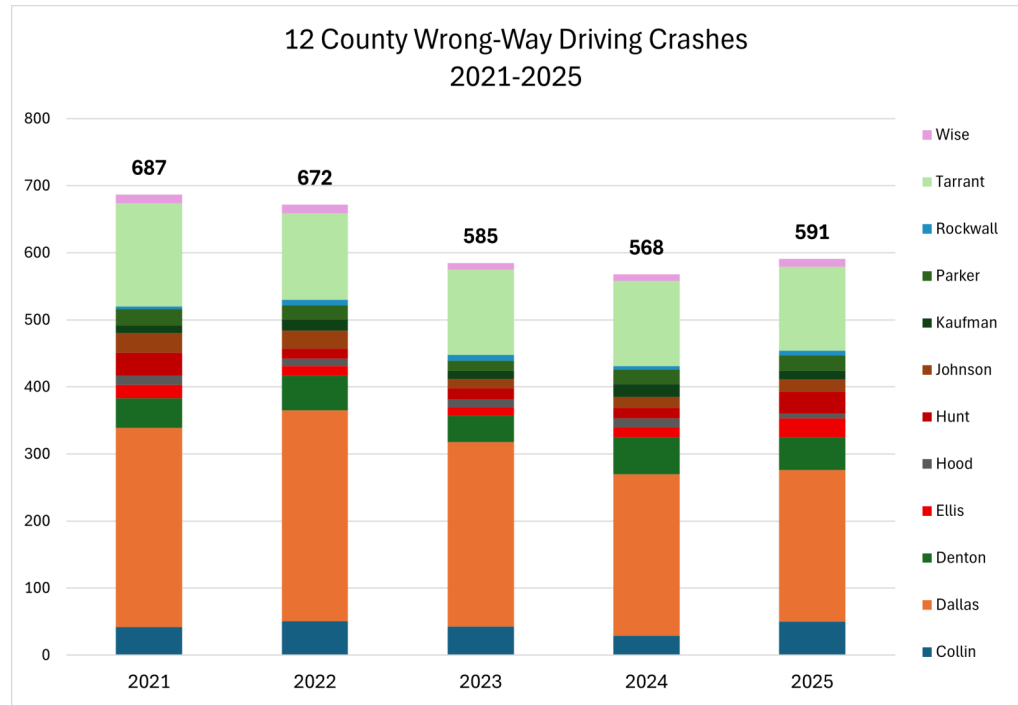
2025 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	88	199
Dallas	716	188	904
Denton	101	94	195
Ellis	18	7	25
Hood	5	2	7
Hunt	12	4	16
Johnson	13	6	19
Kaufman	19	9	28
Parker	10	7	17
Rockwall	13	6	19
Tarrant	432	192	624
Wise	7	1	8
Total	1457	604	2061

Wrong Way Driving Crashes: 2021 - 2025

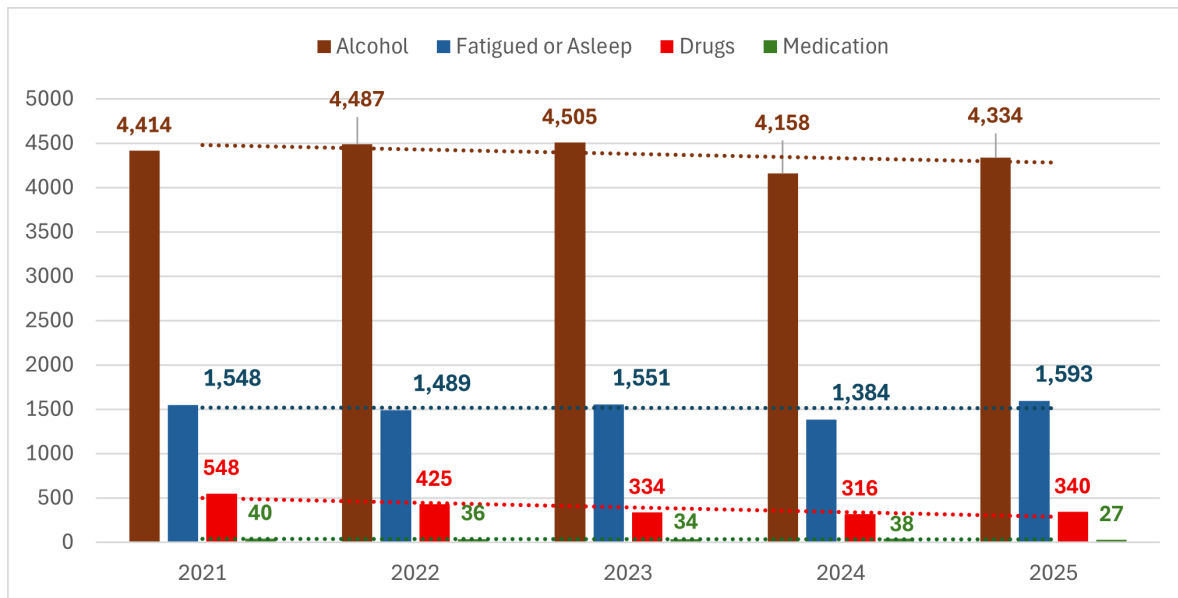
From 2021 to 2025, the number of crashes on all roadways caused by a wrong way driver decreased 14% within the 12-county MPA. The total number of crashes caused by a wrong way driver increased by 23 in 2025 compared to 2024.

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.



Crashes Involving Impaired Drivers: 2021 - 2025

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has decreased close to 4 percent overall.



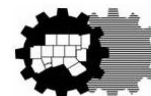
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County area are included.

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North Central Texas
Council of Governments
Transportation Department

NCTCOG Regional Crash Fact Sheet (Calendar Year 2025)

1. The Fatality Rate on North Central Texas (12-county) roadways for 2025 was 0.833 deaths per hundred million vehicle miles traveled. This is a decrease from the 2024 fatality rate.
2. The North Central Texas (12-county) Region experienced a decrease in the number of motor vehicle traffic fatalities. The 2025 death toll of 734 was a decrease of 13.55% from the 849 deaths recorded in 2024.
3. There were 3,581 serious injury crashes in the North Central Texas (12-county) Region in 2025 with 4,220 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 19.35% of the region's traffic fatalities in 2025. There were 142 deaths in rural traffic crashes.*
5. Single vehicle, run off the road crashes resulted in 237 deaths in 2025. This was 32% of all motor vehicle traffic deaths.
6. In 2025, there were 215 people killed in crashes occurring at or related to an intersection.
7. There were 75 people killed in head-on crashes in 2025.
8. Based on reportable crashes in 2025:
 - 1 person was killed every 11 hours and 56 minutes.
 - 1 person was injured every 8 minutes 49 seconds
 - 1 reportable crash occurred every 4 minutes 37 seconds
9. Of all persons killed in vehicles where restraint usage was applicable and usage was known in 2025, 21% were reported as not restrained when the fatal crash occurred.
10. 59,586 persons were injured in motor vehicle traffic crashes in 2025.
11. There were 118 motorcyclists (operators and passengers) killed in 2025. About 32% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 161 in 2025. This is a 20.50% decrease from 2024.
13. Pedalcyclist fatalities totaled 12 in 2025. This is a 67% increase from 2024.
14. In 2025, there were 152 people killed in motor vehicle traffic crashes where the use of alcohol was cited by police as a crash contributing factor. This is 21% of the total number of people killed in motor vehicle traffic crashes.
15. During 2025, 56% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 54% of alcohol-related crashes occurred on weekends.
16. In 2025, there were 30 people killed in crashes involving distracted driving. This is a 11.8% decrease from 2024.

*Rural is defined as a geographical location having a population of less than 5,000.

For reference, the **TxDOT Statewide Crash Summary Fact Sheet** is located at [TxDOT.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html](https://www.txdot.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html)



North Central Texas
Council of Governments

**RESOLUTION ESTABLISHING MANAGEMENT OF SUSTAINABLE
DEVELOPMENT PROJECTS
R06-05**

WHEREAS, the North Central Texas Council of Governments has been designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be a forum for cooperative decisions on transportation; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, the Regional Transportation Council's first Sustainable Development Call for Projects successfully implemented a wide variety of projects and was awarded the inaugural Smart Moves: Transportation Strategies for Smart Growth Award sponsored by the Environmental Protection Agency, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration; and,

WHEREAS, the Regional Transportation Council approved \$40.61 million for the current Sustainable Development Call for Projects on April 14, 2005; and,

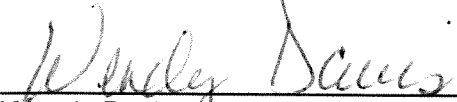
WHEREAS, on April 13, 2006, the Regional Transportation Council approved the projects under the Sustainable Development Call for Projects, the use of Regional Transportation Council Local Funds pending the receipt of local funding agreement(s), and the requirement that a resolution of the lead public sponsor's governing body for each project be submitted to NCTCOG offices by 5 p.m., July 14, 2006.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the project scope and timing for inclusion in the Transportation Improvement Program after receiving Governing Body Resolutions for individual projects.

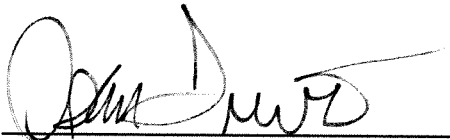
Section 2. Standard practice is to issue a notice to proceed in the year that funds are available. In order to expedite benefits of the program, staff is authorized to develop agreements that allow immediate construction with reimbursement pending receipt of Regional Transportation Council Local Funds. The lead Public Sponsor will sign an agreement that states they understand the risk of such construction.

- Section 3.** Funds returned from infrastructure investments and planning projects unable to move forward will be reallocated to the next Sustainable Development Call for Projects.
- Section 4.** Selected land banking projects will be required to return to the North Central Texas Council of Governments, at a minimum, the Regional Transportation Council Local Funds upon resale or lease of land acquired under the program. Reasonable costs will be considered. A Land Banking Program will be established for future projects.
- Section 5.** The Land Banking Program is to be administered as land acquisition for economic development purposes.
- Section 6.** Regional Transportation Council action is required to reprogram funds from any Sustainable Development Program or Projects.
- Section 7.** This resolution will be transmitted to all local governments with Regional Transportation Council selected projects under the Sustainable Development Call for Projects.
- Section 8.** This resolution shall be in effect immediately upon its adoption.



Wendy Davis, Chair
Regional Transportation Council
Councilmember, City of Fort Worth

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 11, 2006.



T. Oscar Trevino, P.E., Secretary
Regional Transportation Council
Mayor, City of North Richland Hills



RTC Landbanking Program

Surface Transportation Technical Committee | July 24, 2026

Shawn Conrad, Land Use and Mobility Options Team

Program Overview

Purpose

- Funding assistance with land acquisition for economic development purposes

Goals

- Provide cities with a financially strategic incentive to activate underused parcels
- Encourage revitalization
- Support sustainable transportation infrastructure
- Promote efficient land-use patterns
- Purchase and assemble land at lower prices for future development opportunities
- Create a revolver of funds to assist with Mobility Plan - Sustainable Development Goals
- Create a mechanism to grow the funding stream as property sells with increased value



Program Overview

History

- Program established as a part of the 2005-2006 Sustainable Development Call for Projects (SDCFP)
- RTC passed a resolution May of 2006 about the management of SDCFP projects
- RTC has approved funding for six landbanking projects since program inception
- Projects are in varying stages of project implementation/completion
- NCTCOG staff developed a process for the purchase and future unbanking of properties
- Both Regional Toll Revenue (RTR) and RTC Local funds have been used to fund projects

Resolution Elements

- Under the program, NCTCOG required that landbanking projects must, at a minimum, return RTC-approved funding upon resale, use, or lease of land acquired under the program
- RTC action is required to reprogram funds from any Sustainable Development program or projects
- Funds returned will be reallocated to the next Sustainable Development Call for Projects



Prior/Existing Landbanking Projects

Arlington Central Arlington (2006) – Complete

- City purchased parcels in Downtown Arlington, near the University of Texas at Arlington (UTA)
- Project resulted in the construction of a townhome complex

Irving Heritage District (2006) – In progress (partially unbanked)

- City used funds to purchase land around Downtown Irving/Heritage Crossing TRE station

North Richland Hills (2018) – In progress

- City was awarded for a land acquisition project that will result in a TOD near the TEXRail Smithfield Station



Prior/Existing Landbanking Projects

White Settlement NAS JRB (2022) – In Progress (banked)

- City acquired certain parcels adjacent to the Naval Air Station Joint Reserve Base (NASJRB) to support land banking for critical regional infrastructure

Addison Circle (2006) – Canceled

- Funds returned to funding pool

Lewisville Old Town (2006) - Canceled

- Funds returned to funding pool



Prior/Existing Project Funding

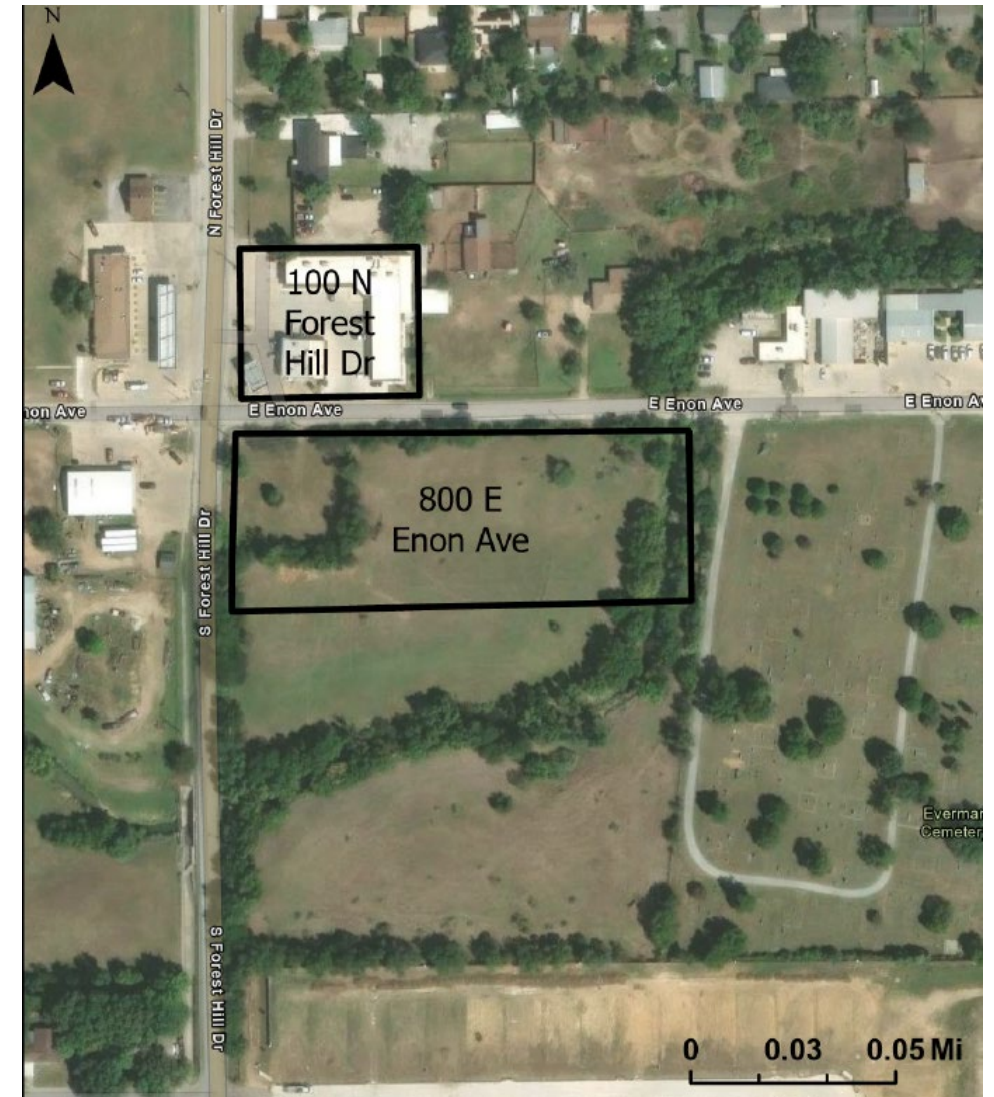
Project Name	Funding Source	Total RTC Award	Total Returned to Program	Pending "Unbanking" (Minimum)
Arlington Central Arlington	RTC Local	\$1,000,000	\$1,219,895	
Irving Heritage District	RTC Local	\$1,000,000	\$447,431.30	\$688,000
North Richland Hills Smithfield Station	RTR	\$2,000,000	Pending	\$2,000,000
White Settlement NAS JRB Fort Worth	RTC Local	\$2,700,000	N/A due to nature of the project	
Addison Circle	RTC Local	\$750,000	\$750,000	
Lewisville Old Town	RTC Local	\$750,000	\$750,000	
TOTAL		\$8,200,000	\$3,167,326	\$2,688,000



Upcoming Landbanking Project for Consideration

Everman Landbanking Project

- Follow up from Forest Hill Drive Study
- Project considering the purchase of 800 E. Enon Ave property by the City (see map)
- 100 N. Forest Hill Dr. property is needed to support widening of Forest Hill Drive and there could be a potential “swap” of uses (study recommendation)



Upcoming Landbanking Project for Consideration

Next Steps:

Appraisal will be conducted for the vacant parcel at 800 E. Enon Ave.

- Appraisal estimated cost = \$2,000
- The cost of the appraisal will be repaid to the RTC Landbanking Program

Staff will come back to STTC and RTC for approvals for funding for the City to bank the property



POSSIBLE ACTION – Appraisal Activities

- Recommendation for RTC approval of:
 - Appraisals to be an eligible activity in the Landbanking Program
 - Appraisal cost to be reimbursed into the overall Landbanking Program in the future
 - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the change (initial inclusion of \$2,000)

STTC Action Item – July 24, 2026



CONTACT US



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NCTCOG Spatial Data Cooperative Program



Shelley Broyles and James McLane
Surface Transportation Technical Committee
July 24, 2026

Remote Sensing Data

- ▶ LiDAR & Orthophotography



Derivative Products

- ▶ Contours
- ▶ 2D Planimetrics
- ▶ Impervious Surface
- ▶ Landcover/Land Use
- ▶ 3D Planimetrics

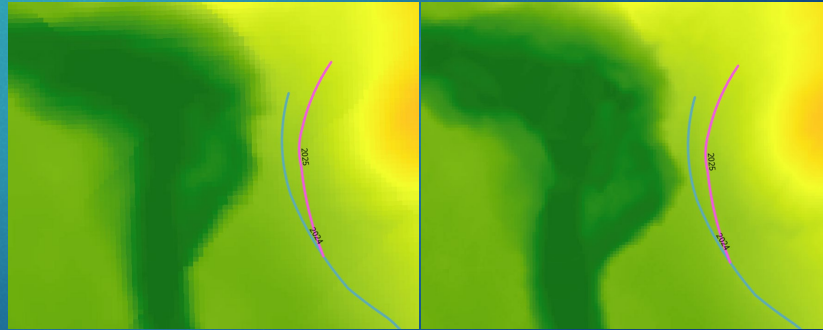


How are Agencies Using SDCP Data?

3



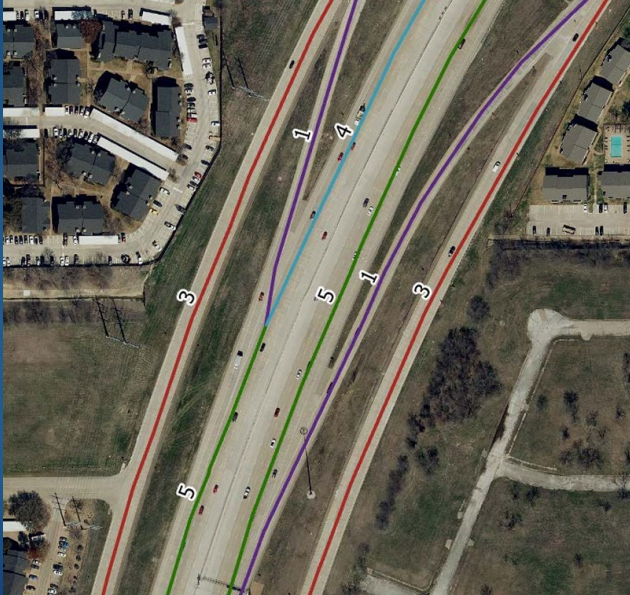
City of Hurst: Used LiDAR to compare drainage changes from 2015 to 2025. This is an example of how the creek at Rickel Park is eroding its bank and encroaching on the sidewalk enough to require a new one be built. The LiDAR shows erosion is continuing and emergency repairs are in progress.



Transportation Applications

4

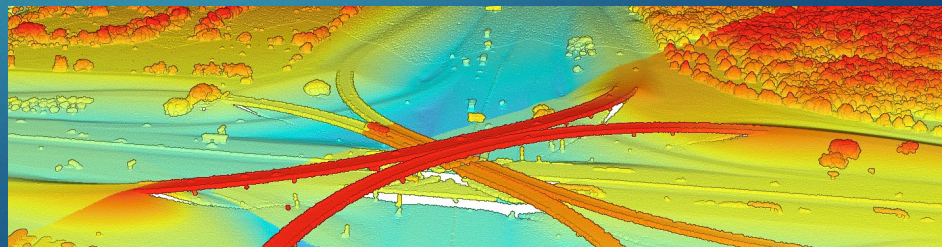
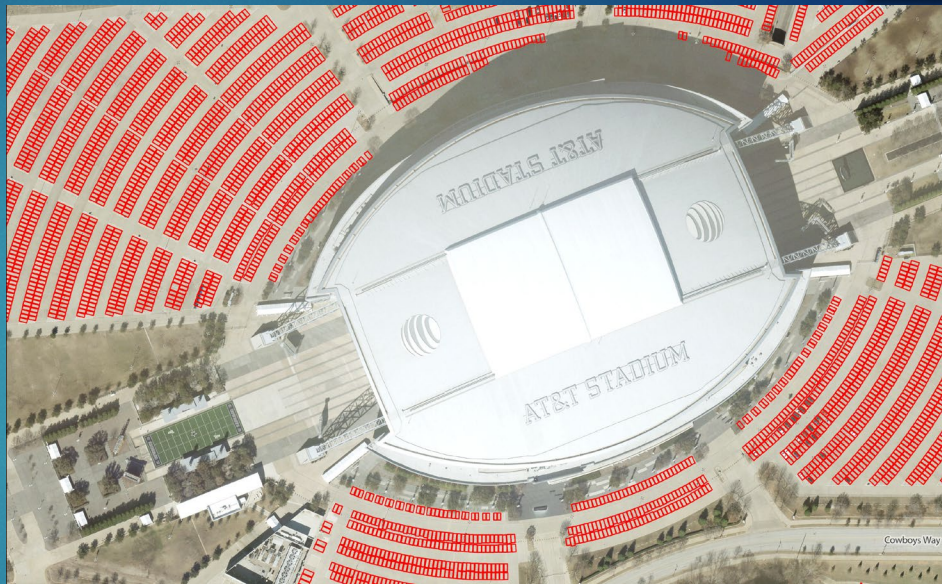
- ▶ Digitization of transportation features
- ▶ Verification of lane counts and other attributes
- ▶ Right-of-way analyses
- ▶ Project impact analyses



Transportation Applications

5

- ▶ Automatic extraction of transportation features using deep learning (New!)
- ▶ Change detection to check project implementation (Upcoming)
- ▶ 3D analysis of stack interchanges (Upcoming)

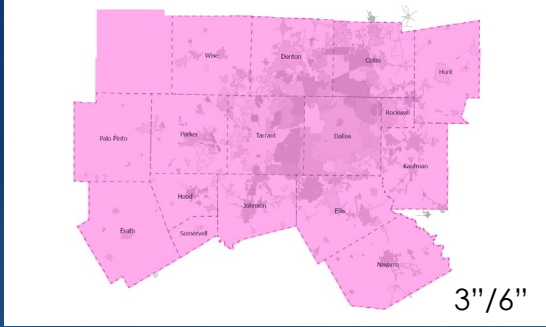


Past & Future Projects

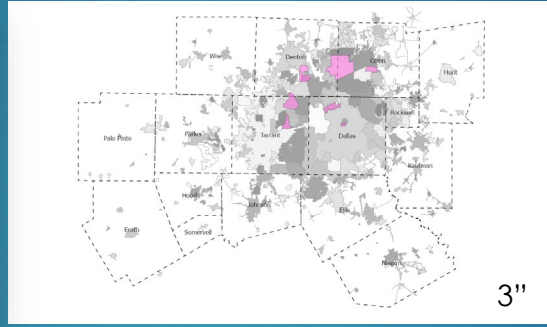
6

Orthophotography

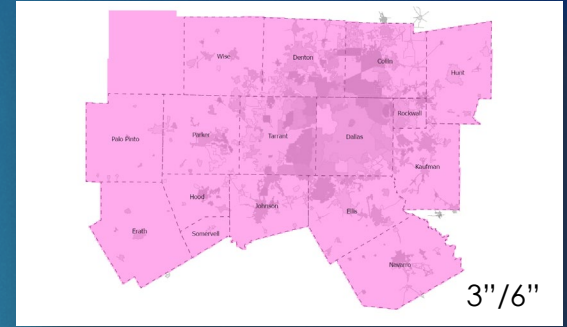
2025



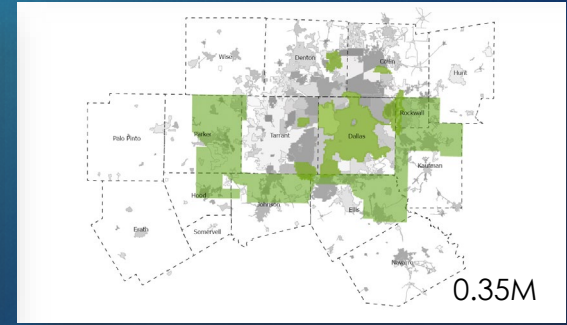
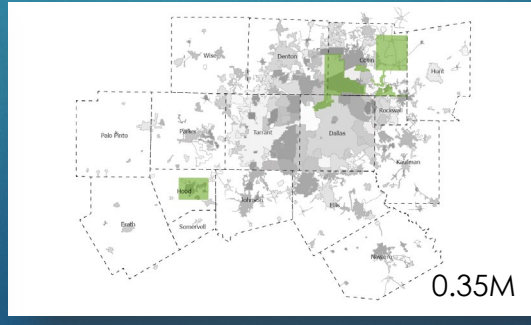
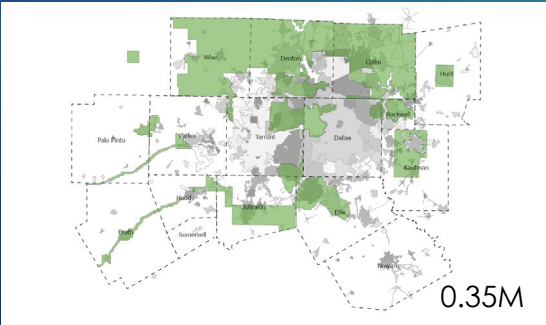
2026



2027 (Preliminary)



LiDAR



2027 Project Timeline

7



We are here.

Note: Past and future planned projects follow a similar schedule.



Program Participants

(Since 2021)

Addison
Allen
Anna
Annetta
Arlington
Balch Springs
Bedford
Benbrook
Burleson
Carrollton
Cedar Hill
Celina
Cleburne
Colleyville
Collin County
Coppell
Corinth
Corsicana
Crowley
Dallas
Dallas County
Downtown Dallas Inc.
DCURD
Dalworthington Gardens

Decatur
Denton
Denton County
Desoto
Duncanville
Ennis
Euless
Fairview
Farmers Branch
Flower Mound
Frisco
Fort Worth
Garland
Granbury
Grand Prairie
Grapevine
Haltom City
Highland Park
Highland Village
Hurst
Irving
Keller
Las Colinas Association
Lancaster

Lavon
Little Elm
Mansfield
McKinney
Mesquite
Midlothian
Murphy
Northlake
North Richland Hills
NTTA
Plano
Pilot Point
Prosper
Rockwall
Roanoke
Rowlett
Sachse
Seagoville
Southlake
The Colony
Terrell
Trinity Metro
TRWD

TxDOT/
Transportation Dept.

University Park

Waxahachie

Weatherford

Westlake

Wilmer

Conclusions

- ▶ More program participants = Lower costs for each participant
 - ▶ Bulk discount – Economies of scale (Overall size of flight)
 - ▶ Volume discount – Cost-sharing (Overlapping entities)
- ▶ Data can be used for applications related and unrelated to transportation planning
 - ▶ Asset management, floodplain/hydrological analyses, engineering, etc.
- ▶ Typical agency contacts are GIS coordinators, data managers, etc.
- ▶ Final Commitment needed by September 2026

<https://www.nctcog.org/SDCP>

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SDCP Links

10

SDCP Main Program Page -

<https://www.nctcog.org/SDCP>

DFWMaps Marketplace -

<https://purchase.dfwmaps.com/>

Extra Material (If Needed to Answer Questions)

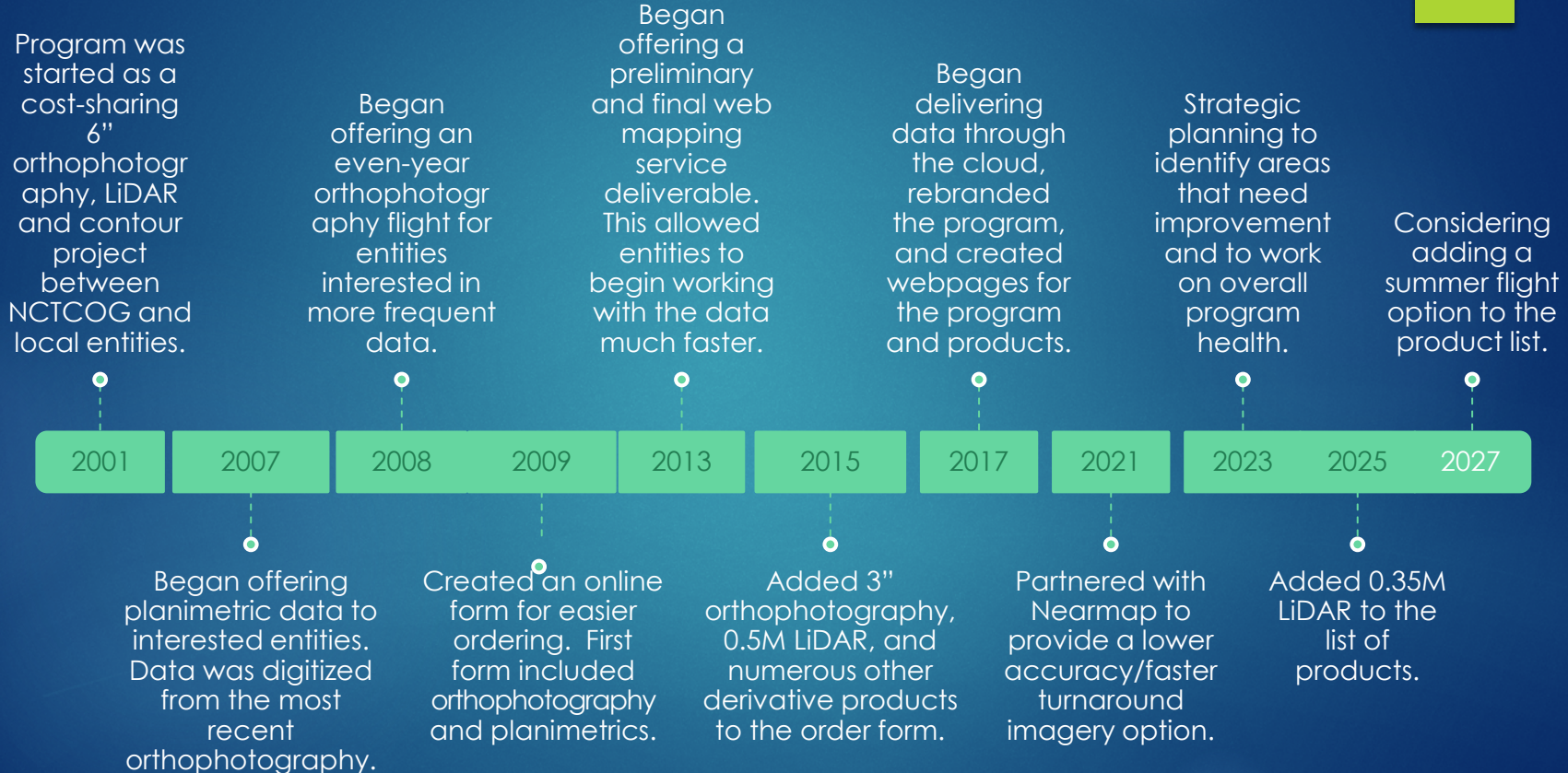
Executive Overview

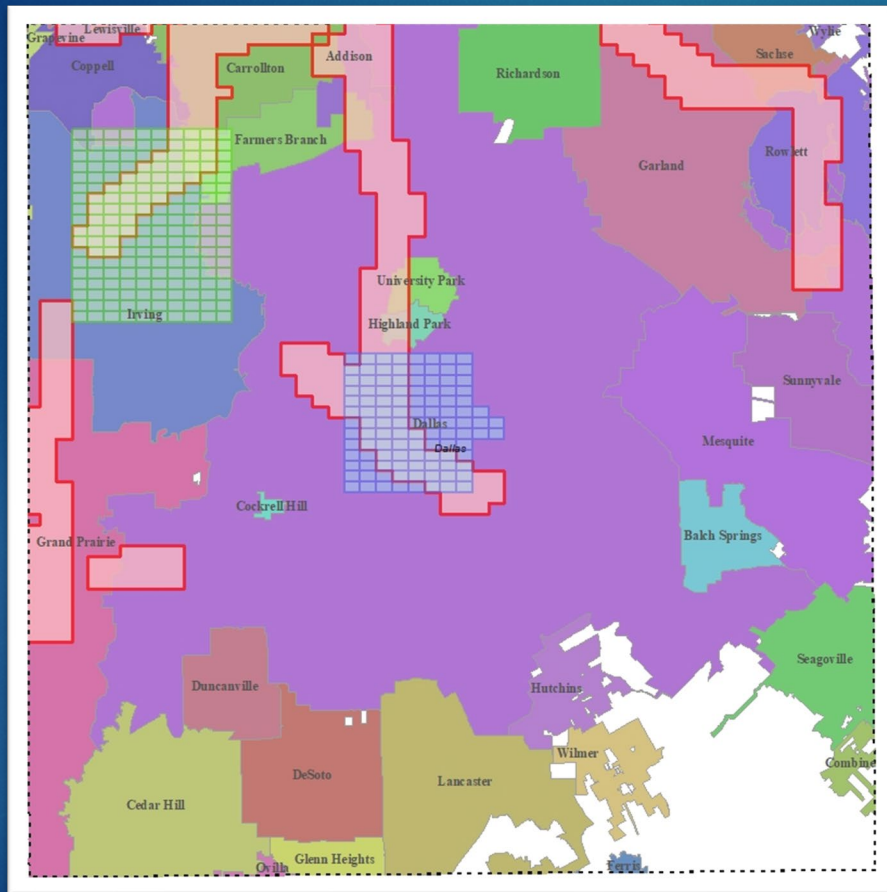
12

- ▶ **What it is:** A regional cooperative that has pooled funds since 2001 to buy high-quality LiDAR, Orthophotography and more.
- ▶ **How it's used:** Lane counts, right-of-way, project impact, and AI feature extraction — plus drainage/erosion, floodplain, asset management, and engineering
- ▶ **Who participates:** 100+ entities since 2021, including Dallas, Fort Worth, Arlington, area counties, TxDOT, NTTA, and Trinity Metro
- ▶ **Why it pays off:** More participants lower the cost for everyone through bulk (economies of scale) and volume (cost-sharing) discounts
- ▶ **Call to action:** The 2027 program is forming now — final commitment will be needed by September 2026

Program History

13





Volume Discount (cost-sharing)

- ▶ Regional Participants
- ▶ County Participants
- ▶ City Participants
- ▶ Special Districts
- ▶ Private/Nonprofit Interest

Bulk Discount

15

- Negotiated during the RFP Process
- Economies of Scale

New Acquisition Orthophotography Pricing (square mile)

The prices below are the bulk prices that have been negotiated with the vendor. They do not include the additional cost-sharing discounts that occur during larger region-wide "cooperative" flights. All projects require a 2 square mile minimum.

	2-250	251-500	501-1000	1001-5000	5001-10,000	>10,000
3" Frame Orthophotography	\$385.00	\$357.50	\$330.00	\$302.50	\$247.50	\$236.50
6" Frame Orthophotography	\$192.50	\$154.00	\$143.00	\$132.00	\$121.00	\$110.00
6" Pushbroom Orthophotography	\$137.50	\$121.00	\$103.40	\$93.50	\$85.80	\$80.30
6" Oblique Imagery	\$770.00	\$341.00	\$313.50	\$302.50	\$291.50	\$275.00



FEDERAL PERFORMANCE MEASURES UPDATE

CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE and TRANSIT ASSET MANAGEMENT

JENNY NARVAEZ AND EVAN PARET

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

07.24.2026

Federal Performance Measure Rules

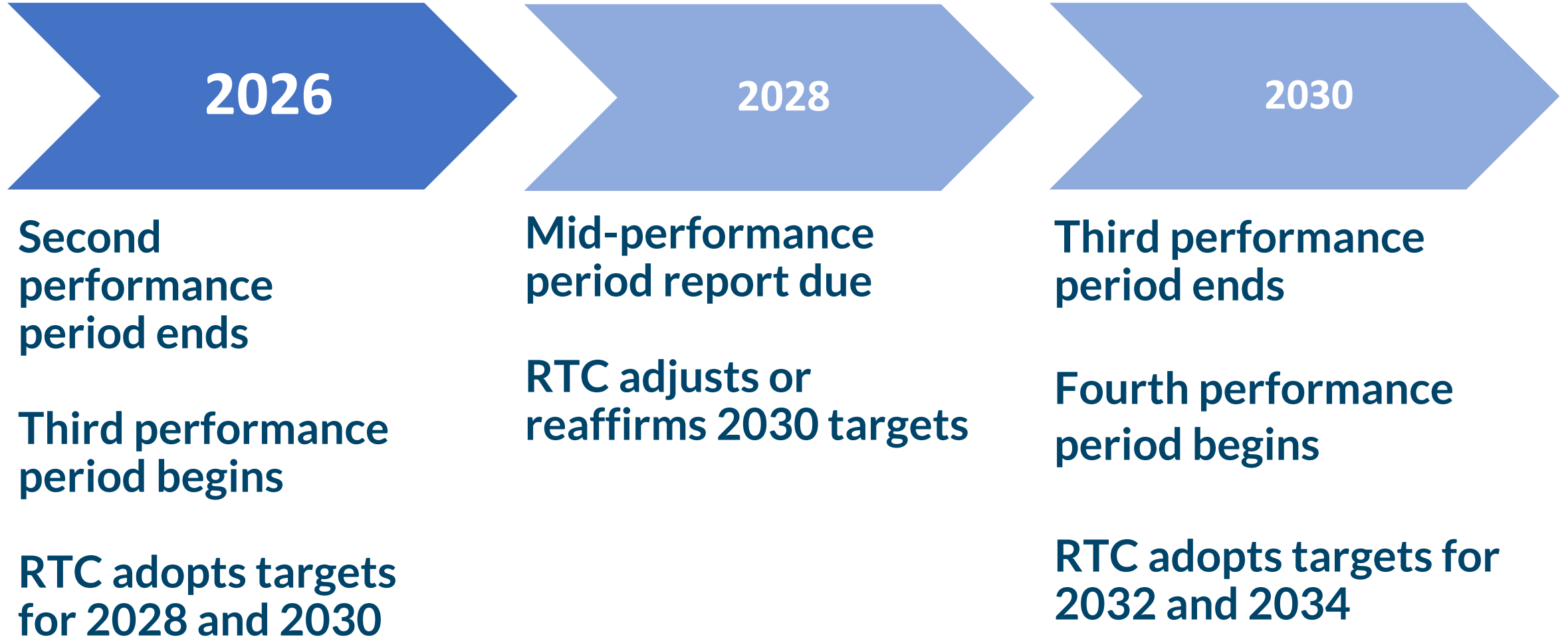
Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV¹, PHED², and Emissions Reductions	August 28, 2026	September 10, 2026	October 1, 2026 Provide targets to TxDOT
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	August 28, 2026	September 10, 2026	October 2026 Provide targets to TxDOT and FTA

1. Non-SOV: Non-Single Occupancy Vehicle

2. PHED: Peak Hour Excessive Delay



PM3 Schedule



PM3 Measures and Results

Second Performance Period (2022-2025)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		12.51 hrs.	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs.	9.60 hrs.	No
	McKinney-Frisco		15.20 hrs.	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		23.0%	30.0%	Yes
	Denton-Lewisville		22.9%	33.0%	Yes
	McKinney-Frisco		22.9%	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		4,195.15	4,957.61	Yes
	VOC (kg/day)		1,035.83	1,437.18	Yes

PM3 Measures and Targets

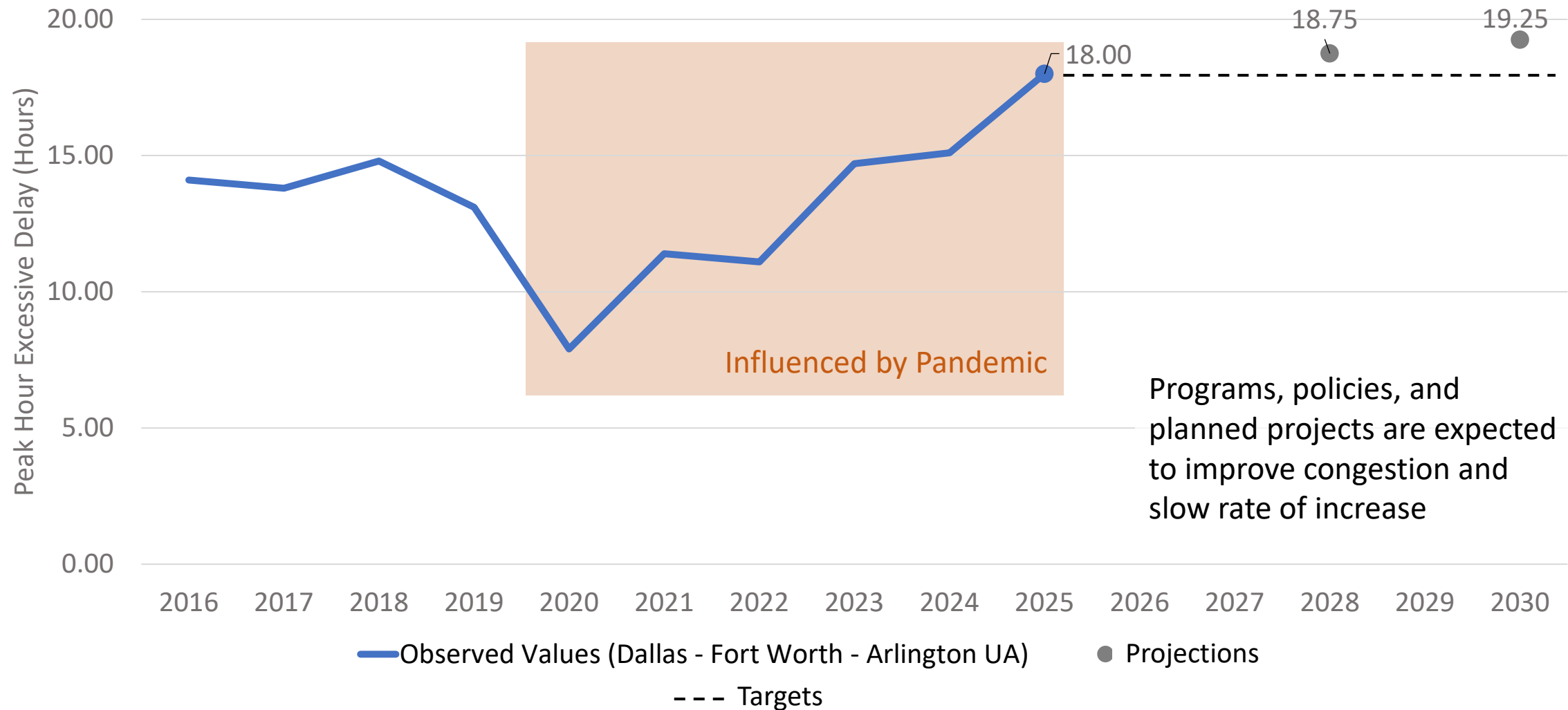
Third Performance Period (2026-2029)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay	Dallas-Fort Worth- Arlington		18.00 hrs.	18.00 hrs.	18.00 hrs.
	Denton-Lewisville		9.60 hrs.	9.60 hrs.	9.60 hrs.
	McKinney-Frisco		15.20 hrs.	15.20 hrs.	15.20 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth- Arlington		30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		1,239.40	1,735.16	3,470.32
	VOC (kg/day)		359.37	503.12	1,006.24

Peak Hour Excessive Delay Trend



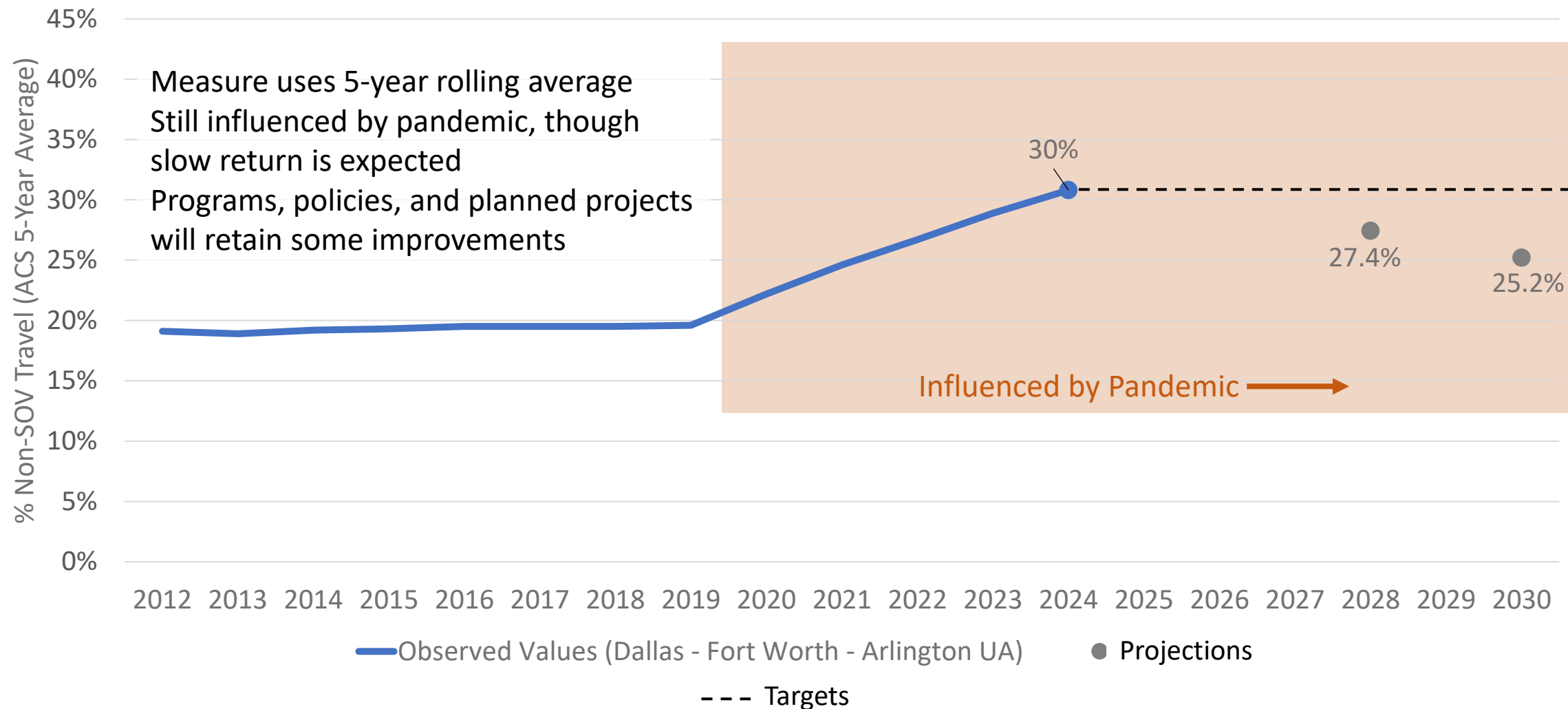
(Lower values indicate improvement)



Non-SOV Trend



(Higher values indicate improvement)



Addressing PM3 Measures

COVID-19 still impacting 5-year averages required by the Non-SOV measure

All measures stand to be improved by policy, program, and projects recommended by Mobility 2050

PM3 measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Management and Operations Program

Additionally, PM3 measures and similar calculations using the same source data integrated into core MPO responsibilities:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



TAM: Transit Asset Management

Transit Asset Management (TAM): Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR).

Providers in region employ a variety of methods to set individual targets and measure performance.

Most agencies set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB).

Regional targets established in coordination with providers, with separate targets for large transit agencies and small transit providers.



TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	3.1%	5.8%	17.2%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Addressing TAM Performance

As an MPO, staff can support improvements through planning, funding, technical assistance, performance monitoring. Recommend to direct staff to:

Review integration of TAM metrics into project selection as appropriate to prioritize asset condition

Coordinate joint applications for federal discretionary grants

Facilitate peer exchanges and trainings for transit agencies in critical topics

Create an annual regional TAM dashboard to identify trends and monitor performance



Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 10	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



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www.nctcog.org/pm/fed



NCTCOG TRANSPORTATION PROJECT FUNDING REQUEST FORM

The following information must be provided for a project to be evaluated and considered for funding:

PROJECT INFORMATION

- What entity will be the Project Sponsor?
- What is the Facility/Project Name?
- What are the project limits?
 - To:
 - From:
- Please provide a map of the project.
- Please provide photos of the current condition/project area.
- What is the proposed scope of work?
 - For roadway projects, please include:
 - Existing number of lanes and condition:
 - Proposed number of lanes and condition:
 - Any proposed intersection improvements (e.g., right or left turn lanes, new traffic signal, roundabout), including which intersection(s) those improvements would be made at
 - Any proposed bicycle/pedestrian improvements (e.g., new or reconstructed sidewalks, shared-use path, bicycle lanes, pedestrian signals)
 - Example scope: Reconstruct and widen 2 lane undivided asphalt to 4 lane divided concrete roadway with new sidewalks, new traffic signal at Main Street and 1st Street, and dual left turn lanes at Main Street and 2nd Street
- Please provide a schematic or other rendering (e.g., StreetMix) of the proposed project if it is a roadway/intersection improvement (see examples in Additional Resources at the end of this document).
- Roadways must be classified as a Major Collector or higher on the Federal Functional Classification System (FFCS) to be considered for federal funds. Please refer to TxDOT's Statewide Planning Map ([TxDOT - Statewide Planning Map](#)) to find a roadway's classification. Turn on the Functional Classification and Urban Areas layer, click on the roadway, and toggle to the Functional Classification and Urban Areas box to find the classification.

PROJECT JUSTIFICATION

- Please provide a brief narrative detailing the need for the project and how the project would address the issue(s) identified (safety, congestion, etc.). If the improvements are part of a larger project/development/vision, please explain.
- Please provide any supporting data and/or documentation (e.g., traffic counts, crash reports, safety studies, signal warrant studies).
- Please describe how your project meets one or more of the programs and/or policies in the Metropolitan Transportation Plan (MTP) or note if it would be implementing a recommended project in the MTP (<https://www.nctcog.org/trans/plan/mtp/mobility-2050>).

ESTIMATED PROJECT COST AND REQUESTED FUNDING

- Please provide the estimated cost for each applicable phase (Engineering/Environmental clearance [full design], Right-of-way acquisition, Utility relocations, Construction). Cost estimates should utilize TxDOT standards. An Opinion of Probable Construction Cost (OPCC) is preferred. Please include:
 - How much is included for contingencies
 - How much is included for inflation (NCTCOG typically assumes 4% per year until the estimated year of beginning construction)
 - Estimates for TxDOT review costs (Typically 5%)
- For each applicable phase, specify whether RTC funds are being requested and how much is being requested. If the phase is being funded with non-RTC funds, please indicate that. Please note:
 - If engineering has already begun and RTC funds are awarded for engineering, the project sponsor would have to start over on engineering and procure a new consultant.
 - Utility relocations are only eligible for RTC funds if they are in their own easement and the project would encroach on that easement.
- Confirm that the project sponsor has the 20% local match or that the project sponsor wishes to utilize Transportation Development Credits (TDC) for the match. Each phase that federal funding is being requested for must have its own match (no in-kind matches). Entities must have qualified for MTP Policy Bundle TDCs and have a remaining balance in order to utilize the TDC option. If TDCs are being utilized, the funding request should be for 100% of the cost of the project as TDCs are not cash and do not count toward funding totals. Any future requests for additional funding would require a proportional increase to the local match.

- What funding will be contributed by the Project Sponsor above and beyond the required 20% match, if any? Are there other funding partners/sources? If so, what/who are they and how much is each committing?

Project Cost Estimate and Proposed Funding Breakdown

Phase	Estimated Cost	RTC Funding Requested	Non-RTC Funding	TDCs (no cash value)	Total
Engineering (100% Design, including Environmental Clearance)					
Right-of-Way					
Utility Relocations					
Construction					
Contingencies					
Inflation					
TxDOT Review Costs					
Total					

ESTIMATED PROJECT TIMELINE AND PROJECT READINESS

- Provide an estimated schedule for the project by phase (estimated start and completion dates [**month and year**]). When developing a schedule, please keep in mind that:
 - If selected, it will take approximately one year (from the time a Transportation Improvement Program [TIP] Modification is submitted) to put a project into the TIP and execute an Advance Funding Agreement (AFA) with TxDOT.
 - Engineering and environmental clearance typically take at least 12-18 months to complete. If federal funds are awarded for engineering, those activities cannot begin until an AFA is executed, a State Letter of Authority and Federal Project Authorization and Agreement (FPAA) are issued, and a TxDOT approved procurement process has been completed.
 - Assume 12-18 months for right-of-way acquisition, especially if eminent domain is anticipated. Right-of-way acquisition cannot begin until environmental clearance is received.

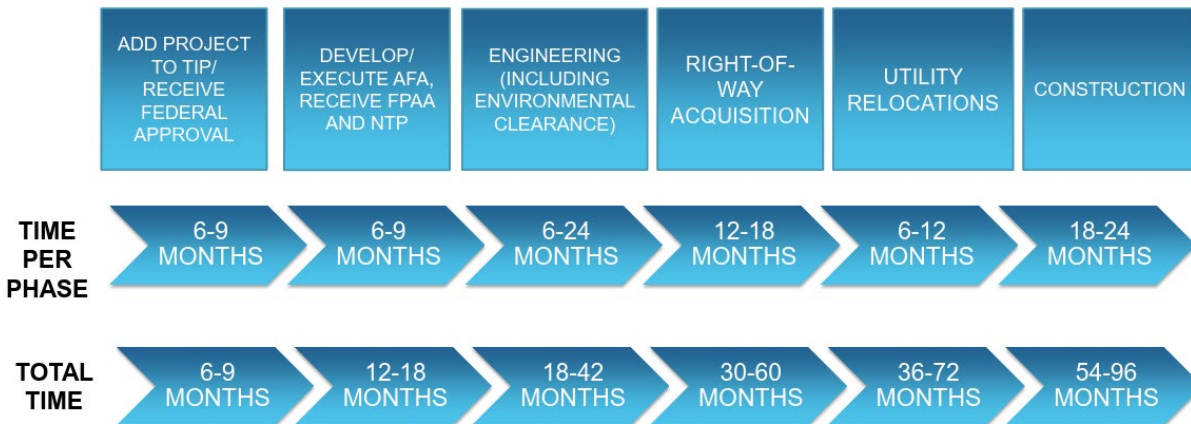
- Assume 6-12 months to relocate utilities (which typically cannot begin until after right-of-way is acquired).
- If a railroad needs to review and approve the project plans, that can add significant time (1-3 years) to the schedule as well.
- All applicable clearances (right-of-way, utilities, railroad, etc.) must be received before the project can be let for construction bids.
- What level of planning and/or design has been done on the project?
- Is the necessary right-of-way already acquired? If not, has any work been done to determine the anticipated number of right-of-way takes and/or required easements are? Please explain.
- Has any work been done to determine whether there are any utility conflicts that will have to be addressed? If there are known conflicts, has any coordination been done with the utility companies? Please explain.

SUPPORT FOR THE PROJECT

- Is the project included in an adopted plan (e.g., Comprehensive Plan, Thoroughfare Plan, Corridor or Neighborhood Plan, Trails/Active Transportation Plan)?
- Has there been any public involvement conducted for the project? If yes, please explain.
- Has your policy body provided feedback on the project? Please explain.
- Will the project require coordination with and/or approval from an external entity (e.g., TxDOT, NTTA, railroad, another local government) because it impacts that entity's facility? If so, is the entity aware of and supportive of the proposed project? Please explain, including who was coordinated with at the affected agency.

ADDITIONAL RESOURCES

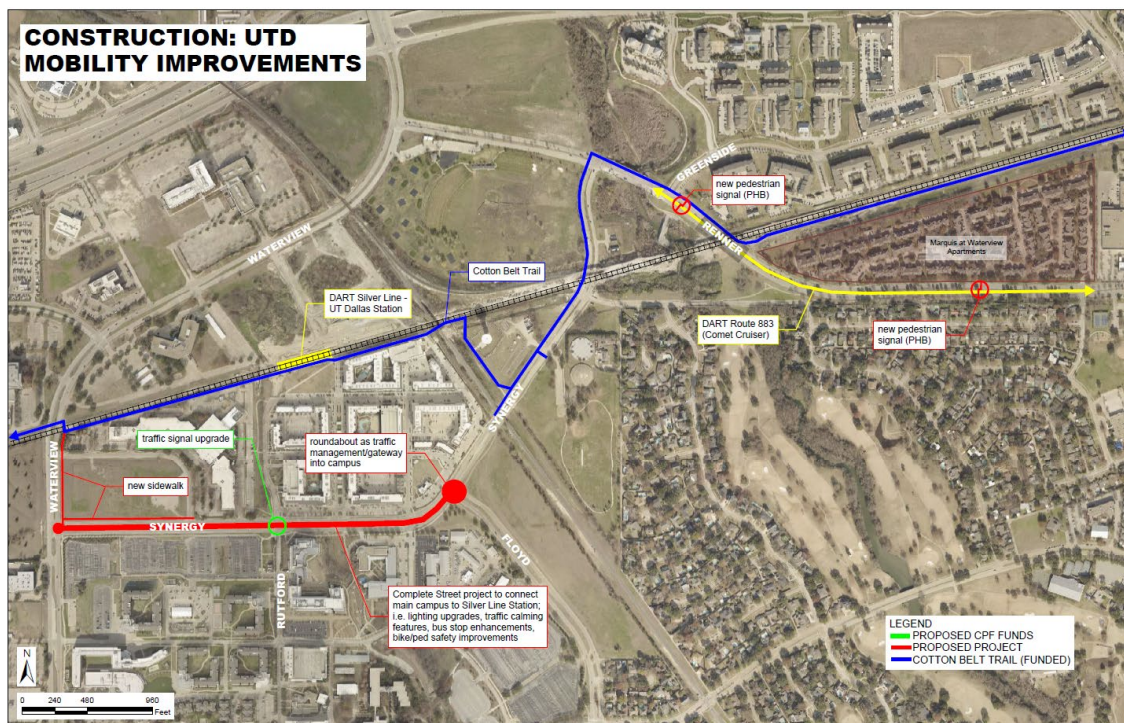
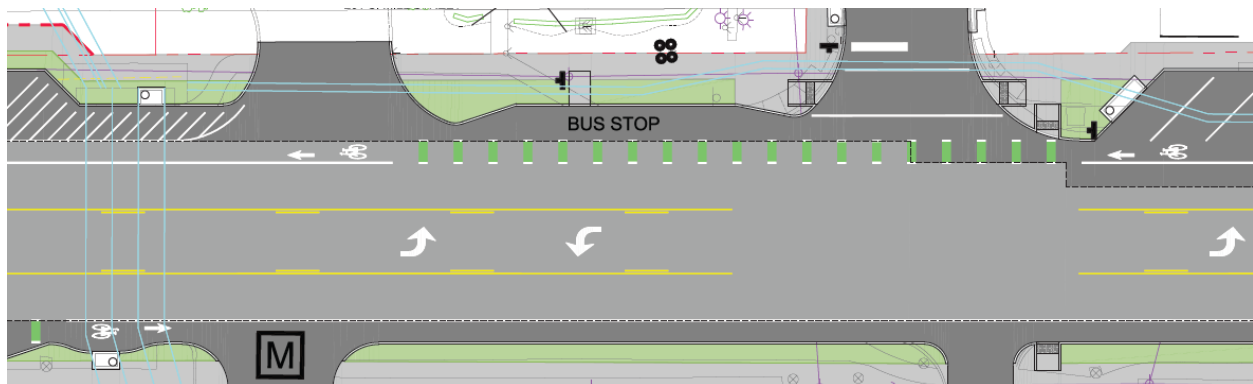
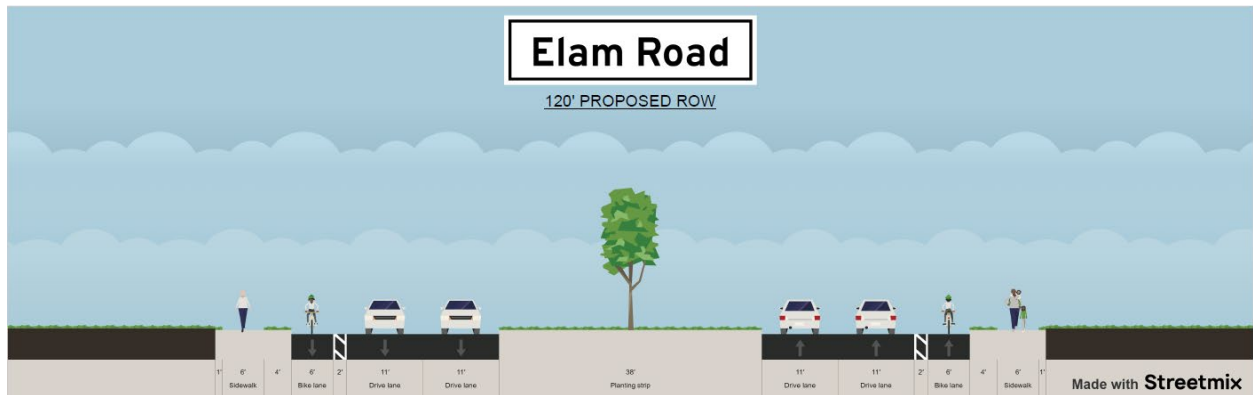
TOTAL TIME TO COMPLETE A PROJECT (ONCE SELECTED)

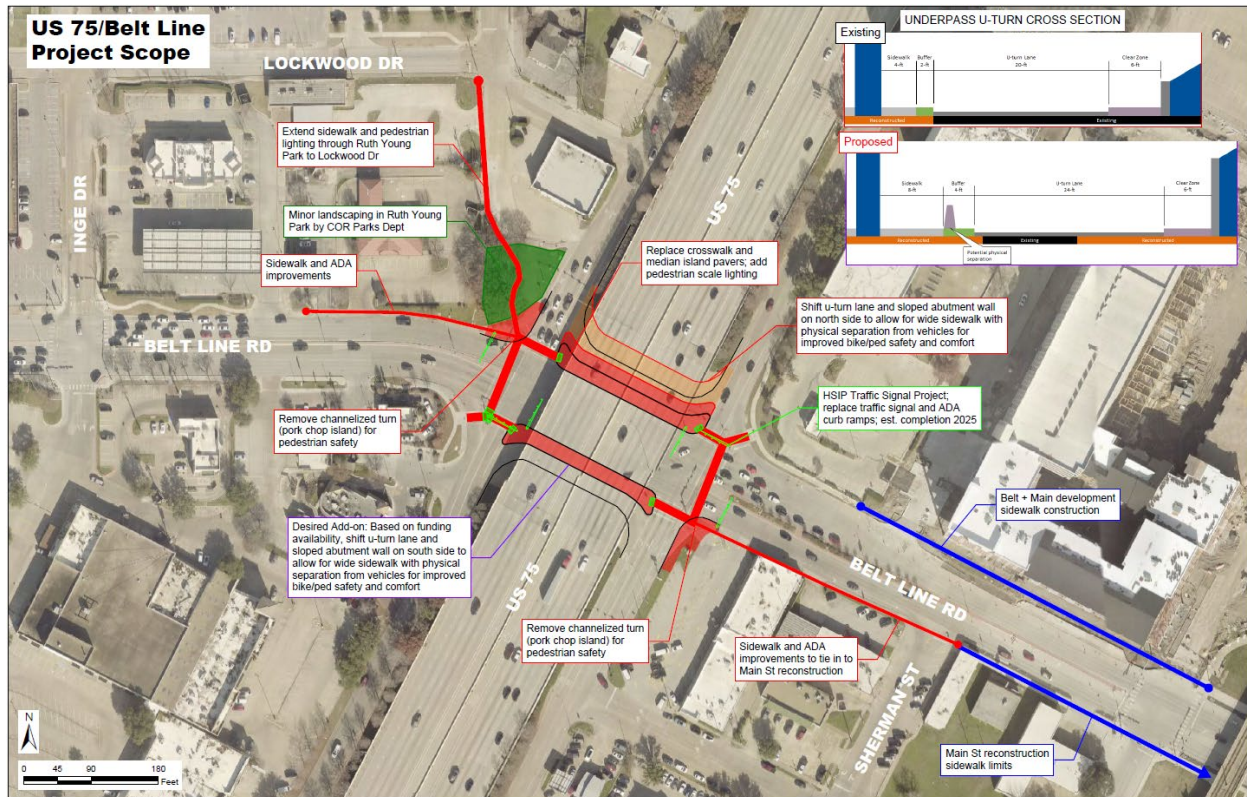


ROADWAY ELIGIBILITY: FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS)

FUNCTIONAL CLASSIFICATION ELIGIBILITY	
Interstates	Eligible
Principal Arterial: Other Freeways and Expressways	Eligible
Principal Arterial: Other	Eligible
Minor Arterial	Eligible
Major Collector	Eligible
Minor Collector	Not Eligible
Local Roads	Not Eligible

Examples of Project Renderings





Examples of Project Justification Materials



07/2026

North Texas Center for Mobility Technologies
Sponsored Research Project Funding Report
CMT-1-2025 Smart and Resilient Urban Mobility and Energy Integration Framework

Background***Project Overview***

Cities across the nation are facing increasing pressure to modernize transportation infrastructure, accelerate electrification, and ensure grid resilience in response to rapid electric vehicle (EV) adoption, artificial intelligence (AI) usage, and continued urban expansion. This project proposes an integrated planning and decision-support framework that unifies urban mobility systems, fleet EV routing and scheduling, public and fleet EV charging infrastructure, and electrical grid resilience with EV-based grid-support services into a single adaptive digital ecosystem.

Building on research funded by North Central Texas Council of Governments through the Texas Research Alliance (TRA), the project introduces a multi-layer analytical platform that combines urban planning, mobility modeling, and energy systems optimization. The framework is intended to transform fragmented transportation and energy datasets into actionable information for planners, utilities, and developers to support data-driven, equitable, and cost-optimized infrastructure investments.

The framework will be deployed as an AI-driven online tool that ingests data from municipalities, utilities, transportation agencies, fleet operators, and mobility providers, including traffic flow, EV adoption trends, grid capacity, charging demand, and emergency routing. Using machine learning, optimization algorithms, and digital twin technology, the system will evaluate “what-if” scenarios related to EV charger siting and sizing, traffic-aware mobility coordination, grid resiliency, emergency response, and economic and sustainability outcomes.

The City of DeSoto, Texas, will serve as the pilot site for this initiative, providing a representative testbed near major transportation corridors including I-35E, I-20, and US-67. The resulting framework is designed to be replicable and modular, allowing adoption by other cities across the Dallas-Fort Worth region and beyond.

Technical Approach***Phase I – Data Collection, Modeling, and Digital Twin Development (Year 1)***

Timeline	Tasks	Deliverables
3 months	Data Collection and Local Mobility Technology Evaluation	Integrated Traffic-Power-Mobility Dataset and Execution Report.
6 months	Traffic and Grid Modeling, and Big Data Analysis	Unified Traffic-Grid Dependency Model and Critical Bottleneck Analysis.
13 months	Digital Twin Development	Data-driven Virtual Environment and Scenario Testing Package based on DeSoto.

Phase II – AI Optimization and Resilience Validation (Year 2)

Timeline	Tasks	Deliverables
17 months	AI-Powered Traffic and Charging Optimization	AI-Based Mobility Resource Optimization Algorithms and Strategy Report.
22 months	Emergency Use Case and Resilience Validation	Emergency Response EV Strategy Validation and Deployment Plan.

Phase III – City Planning Support and Final Reporting (Project Completion)

Timeline	Tasks	Deliverables
24 months	City Planning Support and Reporting	Final Infrastructure and Mobility Recommendation Report.

Impacts of Research

The development of this framework has benefits for public agencies, academic researchers, industry partners, and communities across the North Texas region. The project will create a data-driven planning tool that integrates transportation demand, EV charging needs, and grid capacity considerations to support coordinated infrastructure investments.

The framework will help identify optimal EV charger locations, sizes, and technology mixes for both municipal fleet and public charging applications. It will support improved utilization of charging infrastructure, reduce the risk of overbuilding, and provide cities with a more complete understanding of how mobility patterns, charging demand, and grid constraints interact.

The project will also evaluate Vehicle-to-Grid (V2G) and Vehicle-to-Building (V2B) strategies to understand how EV resources can support load management, critical facility resilience, and emergency operations under selected DeSoto use cases. This analysis will help determine how emerging EV technologies may contribute to future grid-supportive and resilient mobility planning.

In addition to its technical impact, the project will serve as a workforce and innovation accelerator by providing graduate and undergraduate students with hands-on experience in AI analytics, mobility modeling, energy systems, and smart city planning. The resulting framework will be scalable for use by other jurisdictions and will support regional goals related to electrification, sustainability, resilience, and economic competitiveness.

By supporting this proposal, NCTCOG will help advance an integrated mobility-energy planning framework that positions North Texas as a leader in sustainable mobility innovation and resilient infrastructure planning.

Research sponsored by: Texas Research Alliance / North Texas Center for Mobility Technologies

University leads: University of North Texas (UNT)

07/2026

Electrical Engineering Department
Mechanical Engineering Department

Dr. Ken, King Man Siu
Dr. Qandil Hassan

Industry partners: City of DeSoto; Energy Systems Group (ESG); The Mobility House (TMH); Bartlett & West; Holistic Utility Solutions (HUS); Generac Industrial Energy

Project Budget: \$715,000

University Contribution: \$178,750

NCTCOG Contribution: \$178,750

Industry Contributions: \$357,500 (ESG for 85k, TMH for 85k, Bartlett & west for 87.5k, Generac for 30k, Holistic for 70k)

Please feel free to contact Braulio Bessa if you have any questions.

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

June 11, 2026

Chairwoman Brooke Paup
Mail Code 100
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Chairwoman Paup,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, comprised of representatives from local cities, counties, transit agencies and other governmental entities, we are writing to express serious and ongoing concerns regarding the continued deterioration of regional ozone levels and the lack of clear, actionable direction from the Texas Commission on Environmental Quality (TCEQ). The RTC has previously reached out to TCEQ regarding strategies to achieve federal air quality standards. To date, responses have largely emphasized meteorological conditions such as temperature inversions, wind patterns, and seasonal variability. While these factors are acknowledged, they do not sufficiently explain the persistent high ozone design values since 2017, nor do they provide a meaningful framework for mitigation. Reliance on these explanations, without corresponding policy or programmatic direction, is inadequate given the severity of the situation.

The region now faces the very real prospect of Section 185 penalties as the current, unofficial, ozone design value exceeds the 2008 standard set at 75 parts per billion (ppb). This is a concern which represents a significant financial and regulatory consequence for North Central Texas. The absence of clearly defined data-driven strategies from TCEQ raises substantial concerns about the state's preparedness to address this outcome.

The attached information outlines several critical issues that remain unresolved, including gaps in emissions analysis, discrepancies between modeled and observed data, and the need for more targeted and enforceable control measures. Without substantive progress in these areas, the region's ability to develop and implement effective air quality solutions will remain constrained.

We have previously requested a more direct and transparent dialogue regarding TCEQ's approach moving forward. Specifically, we request a meeting with you and your staff to discuss these concerns in detail and to better understand the actions TCEQ intends to take to address the region's worsening air quality conditions. The RTC remains committed to working collaboratively with TCEQ. This is demonstrated with our aggressive funding program reducing VOC and NOx emissions. Please contact Jenny Narvaez at the North Central Texas Council of Governments at jnarvaez@nctcog.org or 817-608-2342 to coordinate further.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:jls
Attachment

Recommendations from the Regional Transportation Council to the Texas Commission on Environmental Quality for Reaching Ozone Attainment

Technical Information Meetings

A more structured and consistent approach to technical engagement is necessary to ensure transparency and alignment between TCEQ and regional stakeholders. Currently, key modeling results and technical findings are often introduced late in the process, limiting the ability for meaningful review and input. Establishing regular technical information meetings throughout the modeling and SIP development process would improve understanding, reduce uncertainty, and support more effective regional planning.

The RTC recommends TCEQ:

- Conduct regular technical information meetings with the DFW region throughout the modeling process, rather than limiting engagement to the period immediately preceding State Implementation Plan proposal development.
- Present findings and clear summaries of key analyses, including anthropogenic emissions modeling, base case ozone design values, and projected future design values.
- Provide sufficient detail to allow stakeholders to understand assumptions, methodologies, and key drivers influencing modeled outcomes.
- Use these meetings to clearly communicate how modeling results translate into potential control strategies and policy decisions.

2008 Ozone NAAQS Reclassification Schedule

Initial design value (DV) data indicates that the DFW region is exceeding the 2008 Ozone National Ambient Air Quality Standard (NAAQS) of 75 ppb. The region is currently classified as Severe Nonattainment. As design values continue to be monitored and finalized, this trend raises an important regulatory question regarding the region's potential reclassification pathway. The RTC requests that TCEQ clarify the anticipated reclassification scenario for the DFW region and identify the associated State Implementation Plans (SIPs) that would follow.

The RTC recommends TCEQ:

- Coordinate directly with EPA to determine the appropriate reclassification pathway for the DFW region under the 2008 Ozone NAAQS, recognizing that progression beyond Severe is not a simple transition to Extreme, and to evaluate the full regulatory and planning implications.
- Communicate findings and any guidance received from EPA back to the RTC so that NCTCOG and regional partners can assess impacts on Metropolitan Transportation Plan development, project delivery, transportation conformity, and other planning requirements.

Comprehensive Investigation of Discrepancies

A targeted, data-driven investigation is needed to identify and quantify contributors to the persistent gap between observed ozone concentrations and photochemical model outputs. While meteorological influences are acknowledged, additional factors such as unaccounted-for emissions, inventory inaccuracies, mobile source behavior, and potential inspection and maintenance program deficiencies should be systematically evaluated. This effort should include spatial and temporal analysis of monitoring data, comparison against modeled outputs, and identification of localized emission sources or anomalies that may not be fully captured in current modeling assumptions.

The RTC recommends TCEQ:

- Initiate a formal discrepancy analysis comparing observed monitoring data with modeled outputs for the Attainment Demonstration (AD) base analysis years of 2019 and 2022, and any additional years for which data are available.
- Conduct spatial and temporal diagnostic evaluations to identify localized emission anomalies.
- Reassess emissions inventory assumptions for mobile, area, and stationary sources.
- Evaluate inspection and maintenance (I/M) program effectiveness as part of model input validation.
- Provide a written summary of findings and recommended corrective actions.

Meteorological Data Comparability

Current photochemical modeling relies on 2019 meteorological inputs, which do not adequately represent the more extreme and ozone-conducive conditions observed during 2023 and 2024. This mismatch limits the reliability of modeled attainment demonstrations and future projections. Incorporating more recent meteorological datasets or conducting sensitivity analyses using multiple representative years would improve the robustness of modeling results and better align predicted outcomes with real-world conditions. This approach is critical for developing strategies that remain effective under evolving climate and weather patterns.

The RTC recommends TCEQ:

- Conduct sensitivity analyses using 2023 and 2024 meteorological datasets.
- Evaluate whether current attainment demonstrations remain valid under updated meteorological conditions.
- Develop a protocol for periodically updating representative meteorological years.
- Provide documentation outlining the impact of updated meteorology on projected design values.

Background Ozone Contributions

Background ozone levels including interstate transport, international contributions, and naturally occurring sources continue to complicate regional attainment efforts. A more detailed assessment of background contributions is needed to distinguish controllable versus uncontrollable sources of ozone. This should include advanced modeling techniques, sensitivity analyses, and coordination with federal partners to better understand baseline conditions. Developing strategies that account for these influences will be critical to establishing realistic and attainable compliance pathways. It is possible that greater control of up-wind emissions journey produces a more cost-effective strategy for the state when it comes to DFW attainment.

The RTC recommends TCEQ:

- Conduct updated modeling to isolate interstate, international, and biogenic contributions.
- Perform sensitivity analyses to distinguish controllable versus uncontrollable fractions.
- Coordinate with EPA Region 6 to evaluate transport contributions.
- Provide transparency on baseline assumptions used in attainment modeling.

Broad Trend Analysis

The sustained increase in ozone design values since 2017 indicates that underlying structural or systemic factors may be influencing regional air quality beyond short-term variability. A comprehensive trend analysis is needed to evaluate long-term changes in emissions patterns, population growth, land use, transportation activity, industrial operations, and climate conditions.

Identifying these drivers will support the development of more effective, forward-looking strategies and help ensure that policy decisions are aligned with evolving regional dynamics.

The RTC recommends TCEQ:

- Conduct a multi-year structural trend analysis (2017–present).
- Evaluate relationships between population growth, VMT, land use, industrial expansion, stationary permit approvals, and ozone trends.
- Assess whether current emissions projections adequately reflect real-world growth patterns.
- Present findings to regional stakeholders with recommended strategic adjustments.

Targeted Mobile Source Strategies

While programs such as the Texas Emissions Reduction Plan (TERP) provide meaningful benefits, additional targeted and localized strategies are necessary to address mobile source emissions more effectively. These strategies should include region-specific interventions such as implementing a heavy-duty vehicle inspection and maintenance program, enhanced enforcement on the existing vehicle emissions inspection and maintenance program, especially fraudulent passing inspections, identification and mitigation of high-emitting vehicles, expanded use of remote sensing technologies, and incentives for fleet turnover in high-impact corridors. Providing clear, actionable guidance to local governments will enable more immediate and measurable reductions in mobile source emissions.

The RTC recommends TCEQ:

- Deploy remote sensing technologies in high-impact corridors.
- Identify high-emitting vehicle clusters using regional data analytics.
- Develop region-specific mobile source reduction strategies for nonattainment areas.
- Provide clear implementation guidance to local governments.
- Prosecute fraudulent emission inspections.

Additional Attention on Stationary and Area Sources

A more structured and transparent framework is needed to evaluate, prioritize, and manage emissions from stationary and area sources. This should include enhanced coordination between TCEQ and regional stakeholders to identify key contributors, assess control strategies, and implement targeted reductions. Opportunities may include improved emissions inventory validation, sector-specific reduction initiatives, seasonal emissions level considerations, and collaborative planning efforts that align state regulatory authority with local implementation capabilities. Strengthening this coordination will be essential to achieving comprehensive and sustained emission reductions.

The RTC understands that under current TCEQ permitting procedures, emissions impacts of each individual permitted source are considered independently. This process fails to manage the potential cumulative impacts of multiple permitted sources in close proximity and/or short succession. These cumulative impacts are likely becoming more problematic as there has been a rapid increase in the number of permitted facilities deployed in the NCTCOG region, including asphalt/concrete batch plants and power generation facilities co-located with data centers and other large loads.

The RTC recommends TCEQ:

- Implement a process to consider cumulative impacts of new facilities as part of permitting. This process could be structured similarly to the “batch study process” now being developed by the Electric Reliability Council of Texas. If implemented as proposed, each

batch study may assess the cumulative grid impact of large load interconnect requests as if each facility inside the batch were to be interconnected and online simultaneously.

- Estimate current total cumulative impacts of these types of facilities in both nonattainment and affected counties in and around the NCTCOG region.
- Complete a comparison of current total cumulative impacts to the emissions inventory estimate for these sources.

Area source emissions are one of the sectors in which emissions are increasing.

The RTC recommends TCEQ:

- Provide a detailed breakdown of emissions sources within the area sector.
- Identify which sources within the area sector are increasing, decreasing, or staying the same.
- Identify potential control strategies which could be considered on a voluntary local level to proactively address these emissions sources.

Action to Reduce Fraud in the State's Vehicle Inspection and Maintenance Program

In addition to broader ozone concerns, the latest report from 2024, *Evaluation of the Texas Vehicle Emissions Inspection and Maintenance Program in the Dallas-Fort Worth and Houston-Galveston-Brazoria Nonattainment Areas*, highlight significant issues related to “clean-scanning” during vehicle inspections. Clean-scanning involves substituting a compliant vehicle or manipulating electronic data to produce a passing result for a non-compliant vehicle. Indicators of this activity include mismatches between vehicle identification numbers (VINs) and eVINs, missing eVINs, and irregular readiness monitor patterns. The evaluation identified approximately 224,179 inspections with VIN discrepancies, and one station recorded over 16,000 inspections using the same eVIN, indicating strong evidence of systematic fraud. These practices undermine the effectiveness of the I/M program and compromise emissions reduction efforts.

The RTC recommends TCEQ:

- Implement software safeguards to prevent inspections when eVIN data is missing or mismatched.
- Require readiness monitors to be properly set before retests can pass.
- Enhance fraud detection by flagging rapid retests and classification inconsistencies.
- Prioritize audits for stations with high rates of anomalies
- Provide an update on actions implemented since the June 2024 report and whether additional enforcement or system improvements are planned.

Research on Diesel Engine Tampering; Extent and Impacts

Diesel emissions tampering presents an additional and largely unquantified challenge. Practices such as removing emissions control systems or electronically disabling them result in dramatically higher emissions. EPA data indicates that tampered diesel vehicles can emit up to 300 times higher NO_x when all emissions controls are removed or disabled compared to compliant vehicles (Environmental Protection Agency, 2020, p. 14¹). Because Texas does not currently conduct diesel emissions inspections, the scope and impact of this issue remain unclear.

¹ Environmental Protection Agency. (2020). *Tampered Diesel Pickup Trucks: A Review of Aggregated Evidence from EPA Civil Enforcement Investigations*.

<https://19january2021snapshot.epa.gov/sites/static/files/2021-01/documents/epaaedletterreportontampereddieselpickups.pdf>.

The RTC recommends TCEQ:

- Conduct research to quantify the prevalence and emissions impact of diesel tampering.
- Incorporate findings into photochemical modeling analyses.
- Evaluate how these factors may contribute to discrepancies between modeled and observed air quality data.
- Collaborate with statewide partners to identify implementable remediation strategies.

Advocate for Local Initiative Programs Funding

The increase in emissions-related fraud in recent years is closely tied to reduced enforcement capacity following the loss of Regional Emissions Task Force funding. Reports indicate that millions (Texas Commission on Environmental Quality, 2022, pp. 85–86²; Texas Commission on Environmental Quality, 2024, p. 81³) of vehicles may have received passing inspections without being physically present, through practices such as clean-scanning and the use of simulators. While recent coordination with the Texas Department of Public Safety is commendable, sustained funding and proactive enforcement strategies are critical to restoring program integrity and achieving long-term air quality goals. Approximately \$176 million remains in Clean Air Account 151. If reallocated to nonattainment regions, these funds could support local emissions enforcement task forces, identification and mitigation of high-emitting vehicles, and expanded air quality and transportation initiatives that strengthen enforcement, improve program effectiveness, and expand emission reduction programs.

The RTC encourages TCEQ:

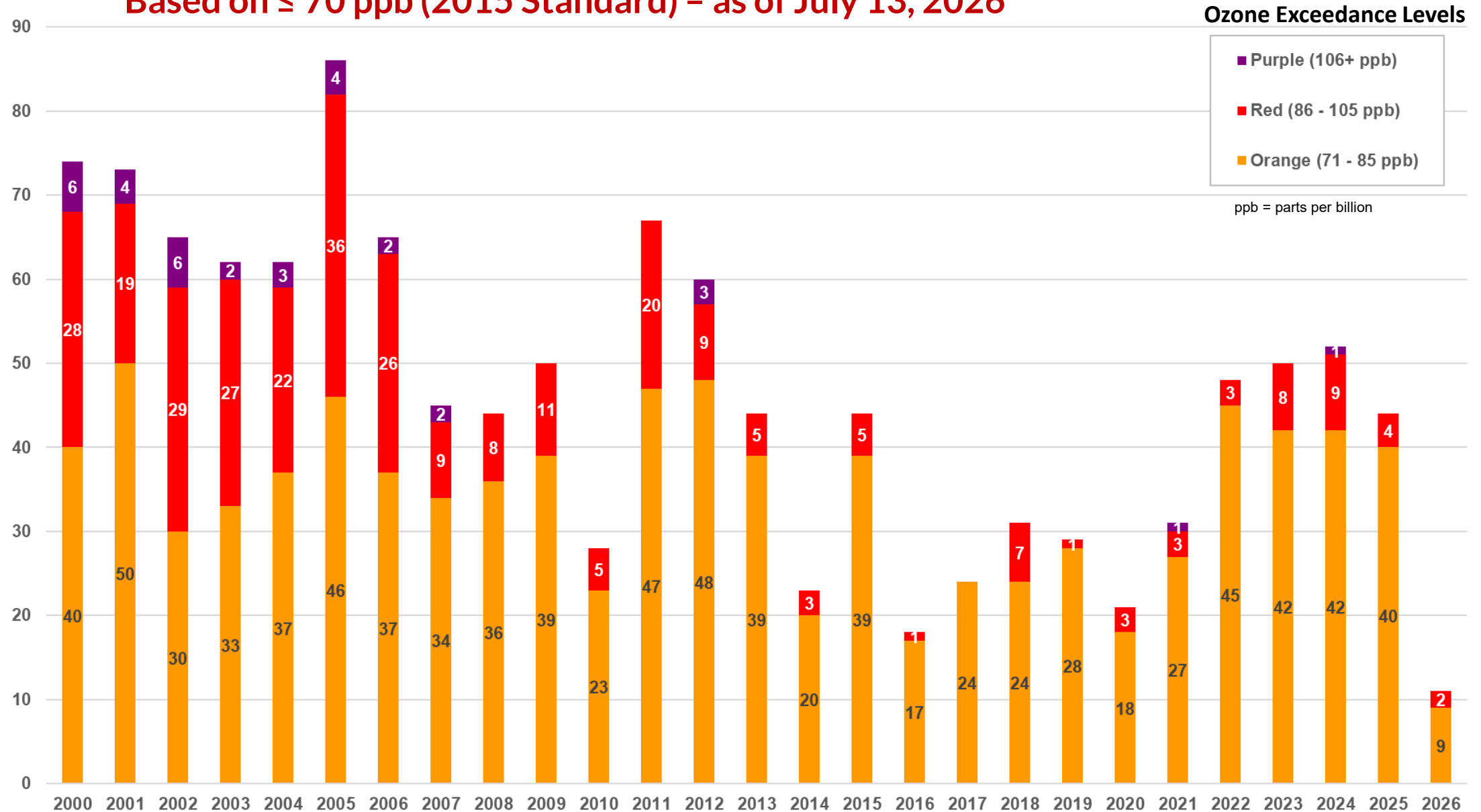
- Include Local Initiatives Project (LIP) funding in its Legislative Appropriations Request for the 90th Texas Legislative Session in 2027.

² Texas Commission on Environmental Quality. (2022). *Evaluation of the Texas Vehicle Emissions Inspection and Maintenance Program in the Dallas-Fort Worth and Houston-Galveston-Brazoria Nonattainment Areas*. <https://www.tceq.texas.gov/downloads/air-quality/mobile-source/2022-im-program-eval.pdf>.

³ Texas Commission on Environmental Quality. (2024). *Evaluation of the Texas Vehicle Emissions Inspection and Maintenance Program in the Dallas-Fort Worth and Houston-Galveston-Brazoria Nonattainment Areas*. <https://www.tceq.texas.gov/downloads/air-quality/mobile-source/2024-im-program-exal.pdf>.

8-hour Ozone NAAQS Historical Trends

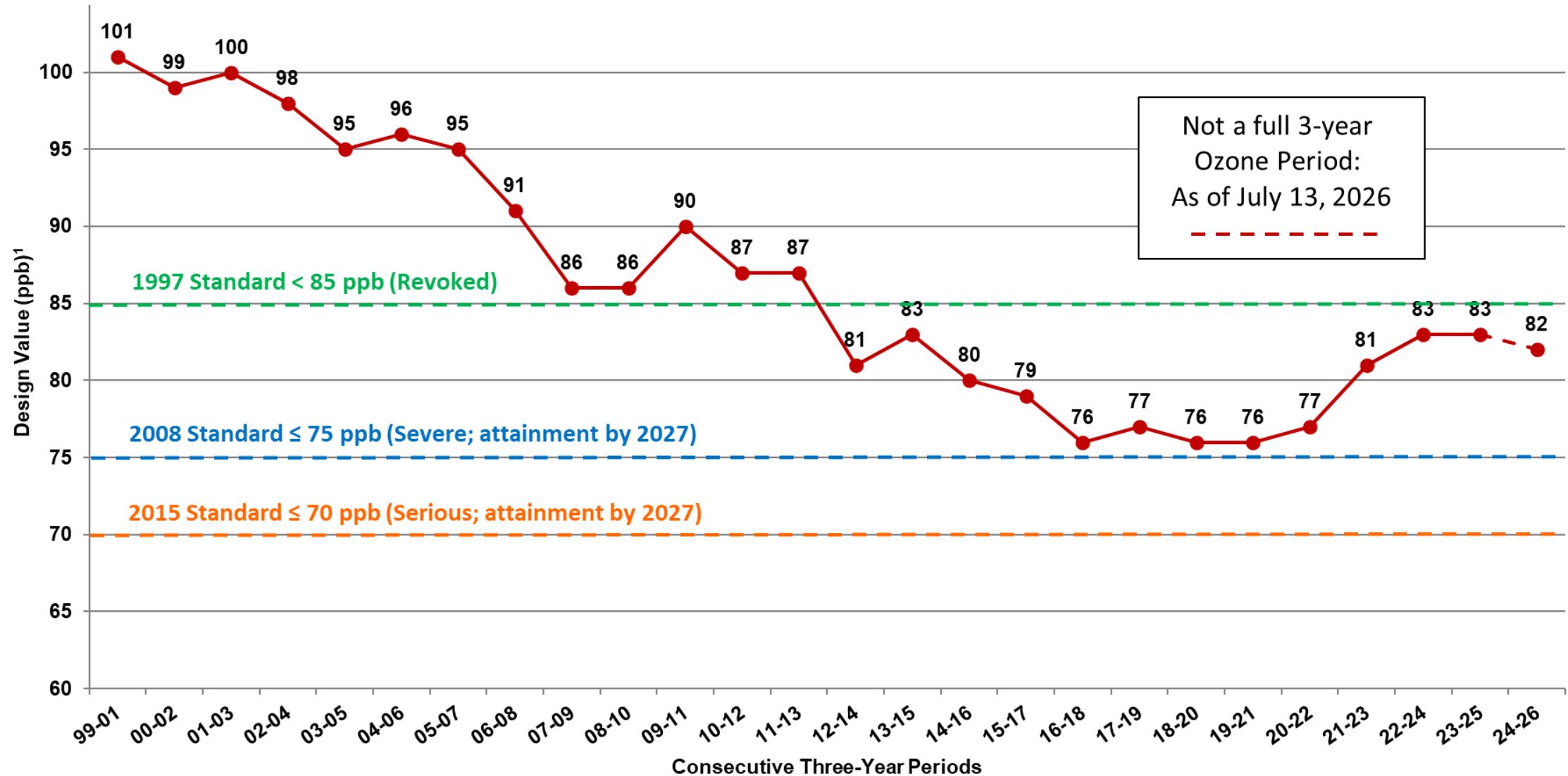
Based on ≤ 70 ppb (2015 Standard) – as of July 13, 2026



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

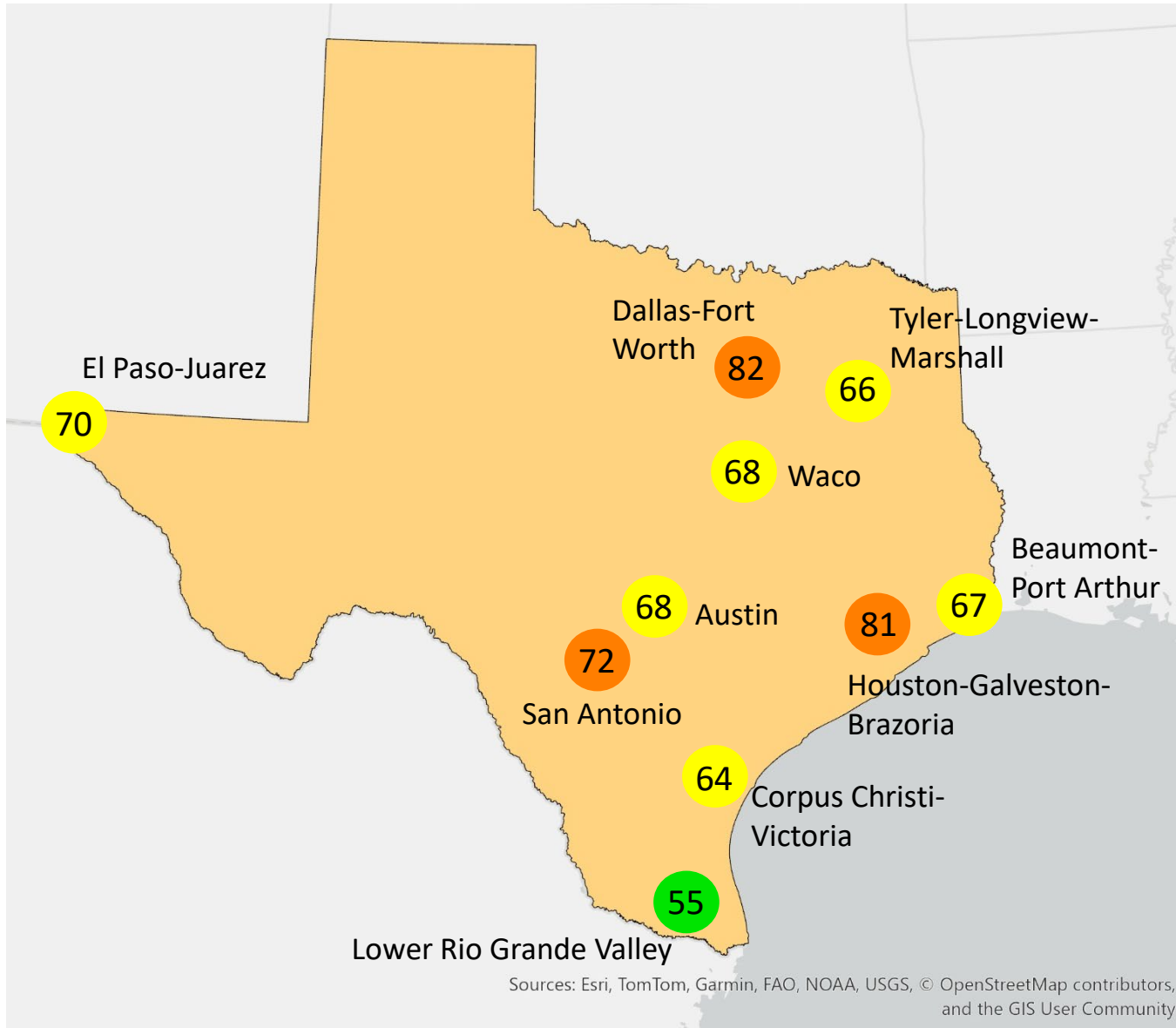
8-hour Ozone NAAQS Historical Trends



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



Texas Ozone Design Values



For more Information:



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



[NCTCOG - Air Quality](#)

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 Monday, April 20 through Tuesday, May 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 16 new comments related to bicycles, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting <https://geospatial.nctcog.org/portal/apps/Crowdsourcerer/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

World Cup

Facebook –

1. We're getting ready to welcome visitors to our region for the World Cup! Several roads will be closed near the stadium, downtown Dallas, and Fair Park for the Fan Festival. Help keep North Texas moving by planning ahead. Find road closure information on our website. See the link below for information. [City of Arlington, TX - City Hall FWC26Dallas AT&T Stadium](#) - NCTCOG Transportation Department



Will buses be running early enough to be on time for a volunteer shift that starts 5 hours before kickoff? I want to utilize the TRE Centerport bus option. - **Lauren Hufham**

Response by NCTCOG Transportation Staff

Game day shuttles from the TRE Centerport Station are scheduled to operate 5 hours before kick-off and 3 hours after the game. Please reach out to the Host Committee Volunteer Team who is coordinating transportation with scheduled volunteers.

Please update this post with dates. - **Sarah Tomes**

Response by NCTCOG Transportation Staff

Sarah Tomes, You can find all match dates and more travel information here:
nctcog.org/gameplan

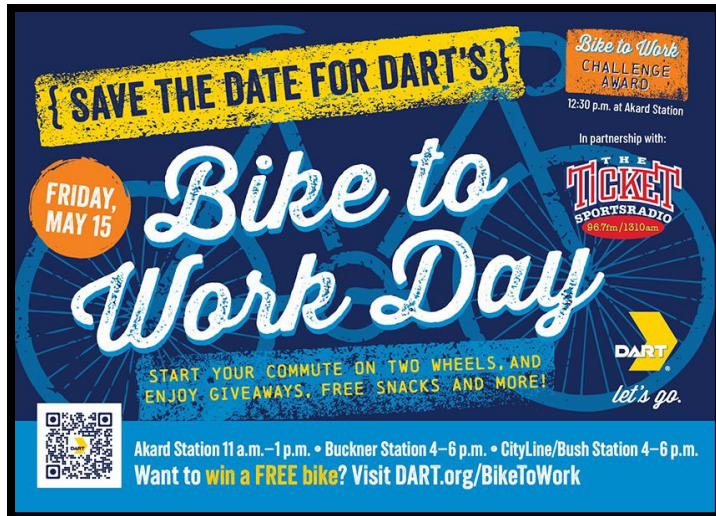
I know there might not be much flexibility on your end for this, but is it possible to create alternate versions that aren't Neon Green? It causes a lot of issues with readability. I'm a young person with perfect vision and I even have trouble with these colors you are using. - **Harley Jennette**

To view more comments on this post, visit:
<https://www.facebook.com/NCTCOGtrans/posts/pfbid0wUZejfw2AQzTFn8vTidWECzZpE9ma9Fc3eAfa9hGAVZL5WuqJqCF9AGQQukGLqTKI>.

Bicycle/Pedestrian/Sustainable Development

LinkedIn –

1. Bike to Work Day is next Friday! Take the DART (Dallas Area Rapid Transit) Bike to Work Challenge and you could win a custom bike! 🚲 You'll also make a positive impact on your health and the environment by combining your bicycle and DART on your commute to work. See details at the link in the comments below. #BikeMonth #BikeToWork – NCTCOG Transportation Department



Are NCTCOG transportation staff biking to work?! 🚲 - Susan Alvarez, PE, CFM

Safety

LinkedIn –

1. April 20–24 is National Work Zone Awareness Week! Roadside crews work just feet away from fast-moving traffic to improve our roads and keep us safe. Here's how you can help everyone stay safe in work zones: – Slow down and follow posted signs – Put your phone away – Don't tailgate Protect crew members by driving responsibly in work zones. #BeSafeDriveSmart #DriveLikeATexan – Texas Department of Transportation reposted by NCTCOG Transportation Department



If you need any off-duty officer to enhance your work zone safety. Please don't hesitate to reach out! Let's keep our workers safe! "Legis Elite Services" - Ruben Sanchez

Transit

Letters –

1. Please see Attachment 1 for comments submitted via letter.

Roadways

Email –

James Gyurkovic, Director, Smart City Mobility TX

Dear NCTCOG Staff,

I am writing to formally propose a scope change (again) for the TX 180 reconstruction of Lancaster Blvd between I-35W and I-820 (CSJ 0008-05-029 and CSJ 0008-06-052) as part of the MPO process.

The Vision 34 Corridor is a regionally significant project and a comprehensive economic development strategy. Since 2000, Transit-Oriented Development (TOD) policies have generated \$20 billion in private development near DART and Trinity Metro stations. Our vision aligns with the Eastside transportation plan approved by the Fort Worth City Council in August 2025 and is a trimodal managed technology corridor between Dallas and Fort Worth. This plan incorporates ground-level Connected and Autonomous Vehicle (CAV) technology, an elevated high-capacity railway utilizing Stadler FLIRT 3 technology, and a green linear trail network reactivating the historic Bankhead Highway and Interurban right-of-way.

The current Transportation Improvement Program (TIP) defines this as a road maintenance project. This classification misses a critical opportunity to research the technology advancement and deployment for ground-level CAVs outlined in the NCTCOG's Transit 2.0 report. We aim to advance this study with the NCTCOG alongside our research partners at the University of Texas at Arlington (UTA), TTI, and True North Technologies.

This corridor reconnects Dallas and Fort Worth via the Arlington Entertainment District and the UTA campus. It links major assets, including DFW International Airport, the Texas A&M Innovation District, and the \$10 billion KBH downtown Dallas redevelopment. By deploying autonomous technologies along this historic commercial corridor, we anticipate \$30 billion in redevelopment over the next 20 years.

Furthermore, this corridor was designated as the regional intercity commuter rail link in Mobility 2020 and 2025 and reached 5% design completion as "Route 31" in the 2021 High-Speed Transportation CES study. Addressing this infrastructure is also a matter of public health; NCTCOG studies indicate the 76104-zip code has the lowest life expectancy in the state, and it is currently the subject of a \$225,000 grant to improve transportation for the East Fort Worth community.

We request to modify the TIP scope to include autonomous technologies as an enhancement to the Project. This is not a new project or a new corridor . It has been here since July 19, 1876, and founded the metroplex.

3 major transportation systems are represented in this corridor and V34 is the natural evolution of these.

Please add this to the public comments section for the RTC staff.

We cannot understate the importance of the reactivation of this corridor to the metroplex and it's development in the next 20 years.

Vision 34 Corridor

The FUTURE has been found in the past.

Response by NCTCOG Transportation Staff

Mr. Gyurkovic:

We received your request and your comments were included in our public comments listing that is available online and in the RTC packet. The current TIP scope for this project (Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes) matches prior planning studies and public involvement performed on the E. Lancaster corridor. As discussed in the recent meeting between your team and NCTCOG staff (on February 20, 2026), if your firm/agency wishes to implement an advanced technology within the Dallas-Fort Worth region, please submit that technology for review through the CERTT Program (see details online: CERTT Program). If the technology is certified through the CERTT Program, our agency will coordinate with local partners to see if an application exists for that technology in the region.

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May 4, 2026

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

Re: "Brutal" 60 Minutes episode regarding failed "state of high-speed rail in the U.S."

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 provide you, as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice of the recent episode of CBS News' "60 Minutes," which has been described as showcasing a "brutal" assessment of the "[t]he state of high-speed rail in the U.S." The link to the episode for your personal viewing can be conveniently found at: https://www.youtube.com/watch?v=9Hm0_bOB4Y.

The nationally televised episode remarked that "high-speed rail remains a mirage, a ghost train." It was noted that it makes no private commercial economic sense given that the "stratospheric cost of building and running a [high-speed] rail line vastly outstrip[s] revenues."

60 Minutes used the California high-speed rail project as an example of this failed transportation mode in the United States, including references to it as "so off the rails," a "nightmare," and a "quintessential example of government waste and mismanagement." It was noted that the current estimate to build it is \$126 billion (\$126,000,000,000.00) – four times the \$33 billion (\$33,000,000,000.00) that was represented to taxpayers.

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

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

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

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

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

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the 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

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May 11, 2026

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

Re: Oklahoma Legislature moving to cut funding to Amtrak for Heartland Flyer

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 inform you of recent media reports that *the Oklahoma Legislature is moving to cut funding for the Heartland Flyer*.
<https://www.kosu.org/oklahoma-cuts-heartland-flyer-funding>.

As we have previously reported to you, the Texas Legislature already determined to completely defund the Heartland Flyer.

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment "2(b)"

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

Ken Kirkpatrick
General Counsel
May 11, 2026
Page 2

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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May 18, 2026

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

Re: Media outlets report discontinuation of Heartland Flyer Oklahoma City service notwithstanding wasted \$3.5 million RTC subsidy using North Texas regional taxpayer subsidies

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").

We provide notice – including convenient weblinks – of examples of recent media articles reporting that the Heartland Flyer Amtrak route to Oklahoma City will be discontinued.

“Amtrak will discontinue Texas-Oklahoma route this summer”

<https://www.keranews.org/transportation/2026-05-01/discontinuation-heartland-flyer-rail-service-announced-txdot>.

“TXDOT to discontinue Heartland Flyer route”

<https://www.wfaa.com/article/news/community/transportation/heartland-flyer-discontinued-funding-amtrak-route-fort-worth-oklahoma-city/287-04ce7eec-d423-470f-9a3f-c4d98b4394af>.

These and prior reports of defunding by *both* the State of Texas and the State of Oklahoma shine even more bright lights on the ill-conceived and monumental waste of \$3.5 million in North Texas regional subsidies (*as advocated by Michael Morris*) in a failed attempt to prop up one of the least used routes on the Amtrak system.

That the NCTCOG Transportation Department, with Mr. Morris at the wheel, exacerbated this gross waste by using public resources meant for the 16-county North Texas region to promote Oklahoma City tourism and business (as we previously uncovered), only magnifies this unfortunate diversion of massive North Texas taxpayer funds.

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

JULY 13 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

REGIONAL 10-YEAR PLAN UPDATE

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2027 to FY2036 will be presented for review and comment.

TECHNOLOGY PROJECT IDENTIFICATION (TPI) CALL FOR PROJECTS UPDATE

Staff will provide an update on the 2026 Technology Project Identification Call for Projects under the Transportation Technology and Innovation Program. The presentation will summarize submitted project ideas, the scoring process, recommended projects and next steps. The TPI call for projects is intended to identify innovative transportation technology projects that support safety, mobility and system efficiency across the Dallas-Fort Worth region.

NORTH TEXAS ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

This Call for Projects will provide funding to eligible public-use airports in the Dallas-Fort Worth region for electric aircraft charging infrastructure. Selected projects will help airports prepare for Electric Vehicle Takeoff and Landing (eVTOL) aircraft, attract future operators and private investment, support demonstrations and strengthen North Texas as a leading region for advanced aviation deployment.

RESOURCES + INFORMATION

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

Modifications to the FY2026 and FY2027 Unified Planning Work Program (UPWP)
NCTCOG.org/UPWP

Look Out Texans: Bicycle Safety Tips
LookOutTexans.org

New Regional Transportation Council (RTC) Officers
NCTCOG.org/RTC

For special accommodations due to a disability or for language interpretation, contact Katherine Cadena at 817-695-9109 or 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.

*Attend in person, watch the presentations live at publicinput.com/nctcogJuly26 or participate via phone by dialing 855-925-2801 then code **3241**.*

[f](#) [@](#) [X](#) [in](#) @nctcogtrans