

AGENDA

**Regional Transportation Council
Thursday, August 10, 2023
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of July 13, 2023, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Gyna Bivens, RTC Chair
Item Summary: Approval of the July 13, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**
 Action Possible Action Information Minutes : 5
 - 3.1. **Local Match for Traffic Signal Initiatives**
Presenter: Natalie Bettger, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval to utilize RTC Local funds to support the local match requirement for the Regional Traffic Signal Enhancement Program is being requested.
Background: Transportation Improvement Program (TIP) Project 11616 supports traffic signal initiatives and is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. State and local funds fulfill the match requirement. Local governments have provided some local match to support location-specific signal projects. The North Central Texas Council of Governments' staff is requesting use of RTC Local funds in the amount of \$200,000 to support additional local match needs, including support for the regional-wide traffic signal equipment inventory, and to administratively amend the Transportation Improvement Program and other administrative/planning documents as needed. Some of this funding will be used to cover

costs previously incurred. [Electronic Item 3.1](#) contains proposed action.

Performance Measure(s) Addressed: Administrative, Air Quality

1:20 – 1:35

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

Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.1](#))
2. Summary of Approved Transportation and Air Quality Legislation – 88th Texas Legislature ([Electronic Item 4.2](#))
3. Texas Department of Transportation – Metropolitan Planning Organization Communication ([Electronic Item 4.3](#))
4. Unified Transportation Program Comments
5. Federal Communications Commission Waiver Request Letter ([Electronic Item 4.4](#))
6. High Speed Rail in Texas: Recent News
7. Amtrak Service Between Dallas-Fort Worth and Atlanta
8. Emissions Reductions Strategies from Transportation – Meeting August 14, 2023 – ([Electronic Item 4.5](#))
9. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.6](#))
10. 2023 Ozone Season Update ([Electronic Item 4.7](#))
11. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
12. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
13. Mobility Matters (Handout)
14. July Online Input Opportunity Minutes ([Electronic Item 4.8](#))
15. Public Comments Report ([Electronic Item 4.9](#))
16. Recent Correspondence ([Electronic Item 4.10](#))
17. Recent News Articles ([Electronic Item 4.11](#))
18. Recent Press Releases ([Electronic Item 4.12](#))

1:35 – 1:45

5. **2024 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) action on the proposed changes to 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 selected) and Category 4 (Texas Department of Transportation District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2022, North Central Texas Council of Governments (NCTCOG) staff has coordinated with

the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2024 Unified Transportation Program (UTP). [Electronic Item 5.1](#) includes additional information about the plan, the previously approved Category 2/12 funding exchange to advance the IH 30 Canyon project, and the reduction of proposed Category 12 funds since the May 2023 draft listings. [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. [Electronic Item 5.4](#) contains the previously requested letter to the TTC about the distribution of formula allocated Categories 2/4 vs. Category 12 funding.

Performance Measure(s) Addressed: Roadway, Safety

1:45 – 1:55

6. **Fiscal Year 2023/2024 Multimodal Project Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2023/2024 (FY23/24) Multimodal Project Discretionary Grant (MPDG) Program. This \$5.575 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL).

Background: On June 26, 2023, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY23/24 MPDG Discretionary Grant Program. As with last year, the Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for state and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. The MPDG Program application deadline is August 21, 2023, for the following funding programs:

- The National Infrastructure Project Assistance (MEGA) Program will provide \$1.8 billion in FY23/24 funding for major projects too large or complex for traditional funding programs.
- The Nationally Significant Multimodal Freight and Highway Projects Grant Program (continuation of the existing Infrastructure for Rebuilding America, or INFRA Program) will provide \$3.1 billion in FY23/24 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance.
- The Rural Surface Transportation Grant Program (RURAL) will provide \$675 million in FY23/24 funding supporting projects to improve/expand rural area surface transportation

infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life.

[Electronic Item 6](#) provides program details, application requirements, and information regarding candidate projects. For agencies in the region submitting their own projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Monday, August 7, 2023, at nallen@nctcog.org.

Performance Measure(s) Addressed: Goods Movement

1:55 – 2:00

7. **Ratification of Transportation Improvement Program Modifications**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) ratification of revisions to the 2023-2026 Transportation Improvement Program (TIP) added late to the August 2023 TIP modification cycle at the request of TxDOT Dallas will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.

Background: Texas Department of Transportation requested that six projects from the Regional 10-Year Plan be added late to the August 2023 Statewide TIP (STIP) Revision Cycle in order to add these projects to the 2023-2026 TIP. They requested this action in order to potentially expedite the projects from FY2027 or later into FY2024 or FY2025. While advancing projects to earlier fiscal years is an administrative TIP change, some of the projects required changes to scope or funding to make them consistent with the Mobility Plan or the pending 10-Year Plan updates associated with the 2024 Unified Transportation Program. The Transportation Department Director approved the TIP modifications and inclusion in the 2023-2026 STIP subject to RTC approval. The six TIP modifications are provided in [Electronic Item 7](#) for the Council's consideration. These projects have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP, and received public involvement with the 10-Year Plan.

Performance Measure(s) Addressed: Roadway

2:00 – 2:10

8. **Census Bureau Urban Boundary Update: Federal Transit Administration Designation Recipient Selection and Metropolitan Planning Organization Designated Status**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff is requesting approval of the North Central Texas Council of Governments (NCTCOG) being selected as the Designated

Recipient for Federal Transit Administration (FTA) funds for the newly designated McKinney-Frisco Urbanized Area. Staff will provide a briefing on implications for NCTCOG/Regional Transportation Council's (RTC's) Metropolitan Planning Organization (MPO) Designated Status.

Background: On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there are three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is now combined with McKinney to create the McKinney-Frisco urbanized area, which requires designation of a new Designated Recipient for FTA funds prior to October 1, 2023. The staff's recommendation is that NCTCOG be selected as the Designated Recipient. Both the Frisco City Council and McKinney City Council have approved the recommendation that NCTCOG serve as the Designated Recipient. Under 23 CFR 450_310, MPO redesignation is not necessary if a new urbanized area is identified within the boundaries of an existing metropolitan planning area boundary which is the case for the McKinney-Frisco urbanized area. Frisco and McKinney took action to confirm that NCTCOG in conjunction with the RTC, continue to serve as the MPO for the new McKinney-Frisco urbanized area. [Electronic Item 8.1](#) includes resolutions passed by Frisco and McKinney. The Surface Transportation Technical Committee approved the recommendation at its July meeting. Additional information is provided in [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Administrative, Transit

2:10 – 2:15

9. **2025-2028 Transportation Improvement Program Development Kickoff**

Action Possible Action Information Minutes: 5

Presenters: Christie Gotti, NCTCOG

Item Summary: The Council will be briefed on initiation of the 2025-2028 Transportation Improvement Program (TIP) development.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), 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. For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will coordinate with local partners to receive input and updates on all their active projects in order to create a draft project listing. Special attention will be placed on projects that are at risk of losing federal funds or on the Regional Transportation Council's MPO Milestone Policy list. Details on the 2025-2028 TIP development timeline and focus areas are available in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:20 10. **Intermodal Transportation Hubs for Colleges and Universities Study Recommendations**

Action Possible Action Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on the completion and key recommendations from the Intermodal Transportation Hubs for Colleges and Universities Study.

Background: The RTC funded an Intermodal Transportation Hubs for Colleges and Universities Study to investigate the potential for mobility hubs on and around college and university campuses throughout North Central Texas. The study assessed existing and future transportation and demographic conditions around campuses to provide recommendations for mobility hubs and improvements. A catalog of mobility hub components and strategic recommendations for mobility hub phasing, funding, and implementation was developed as part of the study. Staff will update the Council on the study results and recommendations. More details can be found in [Electronic Item 10](#).

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

2:20 – 2:30 11. **Unmanned Aircraft Airspace Awareness Pilot Program**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on the North Texas Unmanned Aircraft Airspace Awareness Pilot program. This program includes details impacting the pilot and how local governments can get the free application software and training. Staff will also provide information on an upcoming Workshop from the Federal Aviation Administration (FAA) on the upcoming Remote ID regulations.

Background: The North Central Texas Council of Governments (NCTCOG) has selected proposals from three companies to provide a tool that will enable residents and businesses to fly safely and receive live data on potential risks, advisories for local events or emergencies, and other flight planning features. The purpose of this software is to integrate Advanced Air Mobility and autonomous drone deliveries in the region. This initiative requires the use of Uncrewed Traffic Management and Providers of Services to Unmanned Aircraft Systems. NCTCOG plans to work with the three service providers on a two-year pilot program to develop a collaborative process for sharing essential data and automating flight information inputs. During the first year, NCTCOG will work with each platform provider to conduct training and develop workflows for data input. In the second year, the focus will be on sharing data across all platforms to enhance regional safety. Also, beginning September 16, 2023, all drone pilots who are required to register their Unmanned Aircraft Systems must operate in accordance with the rule on Remote ID. The FAA will conduct a workshop for the region on Friday, August 11, 2023. All details are available in [Electronic Item 11](#).

Performance Measure(s) Addressed: Safety

2:30 – 2:35

12. **Metropolitan Transportation Plan Policy Bundle Round 5**

Action Possible Action Information Minutes: 5

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on results from the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle funding opportunity, including the plan to distribute available Transportation Development Credits (TDCs). The RTC will be asked to take action on a TDC distribution for successful policy bundle applicants in September.

Background: Recommendations in Mobility 2045 Update consist of policies, programs, and projects reflecting the region's priorities and support of Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of the plan, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies may receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed. Staff will present a recommendation for distributing available TDCs to successful applicants as identified in [Electronic Item 12](#).

Performance Measure(s) Addressed: Air Quality, Safety

13. **Progress Reports**

Action Possible Action Information

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

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

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm on September 14, 2023, in the Transportation Council Room**.

MINUTES**REGIONAL TRANSPORTATION COUNCIL
July 13, 2023**

The Regional Transportation Council (RTC) met on July 13, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr., Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Roy Brooks (representing Gary Fickes), Ceason Clemens, John Cordary (representing David Salazar), Dianne Costa, Theresa Daniel, Jeff Davis, Michael Evans, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Brad LaMorgese, Long Pham (representing Raul Gonzalez), Cara Mendelsohn, Dan Micciche (representing William Tsao), Matthew Porter (representing Chris Schulmeister), Manny Ramirez, Jim Ross, Bobby Stovall (representing Dennis Bailey), Jeremy Tompkins, Scott Turnage (representing Oscar Trevino, Jr.), B.J. Williams (representing Ed Moore), Cheryl Williams (representing Duncan Webb), and Michele Wong Krause.

Others present at the meeting included: Sibhan Albert, Vickie Alexander, Valerie Alvarado, Micah Baker, Berrien Barks, Carli Baylor, Alberta Blair, David Boski, Jason Brown, Ken Bunkley, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, Dina Colarossi, Paul Cristina, Clarence Daugherty, Brian Dell, P. Diaz, Bob Dubey, Luke Easterling, Chad Edwards, Brian Flood, Colby Furr, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Tom Hammons, Delaney Hankins, Amy Hodges, Joel James, Shishti Juin, Blaine Kantra, Trans Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Brandon LaMone, Aaron Long, Jody Loza, Paul Luedtke, Stanford Lynch, Dillon Maroney, Steve McCullough, Kenna Mitchell, Erin Moore, Michael Morris, Mark Nelson, Donald Parker, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Abbas Rastandeh, Catherine Richardson, Tito Rodriguez, Ashton-Bruce Rushhaven, Nannette Samuelson, Gary Shearod, Randy Skinner, Gary Slagel, Chelsey Smith, Toni Stehling, Shannon Stevenson, Lauren Trimble, Caroline Waggoner, Brendon Wheeler, Brian Wilson, Karla Windsor, Erik With, Casey Wright, Phil Yerby, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of June 8, 2023, Minutes:** The minutes of the June 8, 2023, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Manny Ramirez (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **August 2023 Transportation Improvement Program (TIP) Revisions:** Proposed modifications to the 2023-2026 Transportation Improvement Program (TIP) were provided in Electronic Item 3.1. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. The City of Dallas has taken action to approve the Metropolitan Planning Organization (MPO) Revolver portion of the Five Mile Creek/MPO Revolver partnership. The Five Mile Creek Bike Trail was approved by the Regional Transportation Council in June 2023 contingent upon City of Dallas action and is included in the August 2023 TIP

modification cycle as a previous action modification. The project will also be included in the final submission to the State.

- 3.2. **Federal Functional Classification System Amendments:** Ten proposed amendments to the currently approved Federal Functional Classification System (FFCS), including maps and tables detailing the proposed changes, were provided in Electronic Item 3.2. Inclusion in the FFCS is based on a roadway's purpose and functioning capabilities and determined eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners.

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

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris announced that the North Central Texas Council of Governments (NCTCOG) was awarded two competitive grants from the Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program: 1) \$20 million for the East Lancaster Thoroughfare Street Improvement project and 2) \$25 million for the Dallas Area Rapid Transit (DART)/NCTCOG partnership with the Cities of Dallas, Richardson, and Plano to build bicycle/pedestrian improvements along the Cotton Belt Line. The Regional Transportation Council (RTC) has committed to build the entire project from Dallas-Fort Worth International Airport to the Eastern Plano Station. Michael noted that the Amtrak subsidy the Regional Transportation Council recently approved to pay for the last few months of Amtrak service from Dallas-Fort Worth to Oklahoma City will most likely not be needed. Due to increased ridership, falling fuel prices, and Burlington Northern/Santa Fe not providing the level of service necessary, the project will likely come in as originally budgeted. However, Amtrak has informed Michael that the amount of the subsidy that the Texas Department of Transportation (TxDOT) requested will not be enough for the next biennium. Michael will provide technical information to the Texas Legislature regarding a rider to seek additional funds for the next two years. The monies that the RTC committed to the Amtrak subsidy will be returned to the RTC's funding pot. The SH 183 managed lane project on the Eastern side of Tarrant County has been advanced with the private sector concession paying for the project; therefore, the RTC will not need to pay. DFW Airport seems to be moving ahead with building Terminal F and staff would like for SH 183 south of the Airport to be complete and open when the terminal opens. NCTCOG has received a positive response from TxDOT regarding its request to review and advance the managed lane project along SH 183. Michael noted the correspondence in Electronic Item 4.2 from the Texas Commission on Environmental Quality (TCEQ) with regard to air quality and in Electronic Item 4.8 with RTC testimony and support letters for improvements to IH 30 from IH 45 to Ferguson Road in Dallas. He also mentioned approval of IH 35W, from Tarrant County to the University of North Texas, and Spur 399 in Collin County, and noted work continues on seeking approval for US 380 in Collin County. NCTCOG and TxDOT offices have focused on clearing environmental projects to advance funding and this business model has been successful. Both offices will continue to get projects ready in order to proceed. Michael expressed appreciation to Ceason Clemens, TxDOT's Dallas District Engineer, for her service as she ended her tenure as Chair of the Surface Transportation Technical Committee (STTC). The STTC Officers for

the 2023-2024 term are Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie (Chair); G. "Gus" Khankarli, P.E., Director of Transportation, City of Dallas (Vice Chair); and Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Secretary). For possibly the first time in the country, INRIX surveyed 7,800 signalized intersections in the Dallas-Fort Worth region with regard to the quality of the equipment that is in the traffic controllers. The NCTCOG Executive Board approved INRIX to provide an assessment of all the signalized intersections in the region. Staff hopes to determine whether the level of service at each signal is due to the age of equipment, level of congestion, lack of turn lanes, or some other reason. The resulting information will be used to help develop an aggressive plan to reduce congestion and improve safety. The 2023 Ozone Season updates were provided in Electronic Item 4.3, along with the new State Implementation Plans being developed for our region to be in compliance with our ozone standard. The remaining items were not presented.

5. **Dallas Area Rapid Transit – City of Dallas/Silver Line Policy Statement and**

Funding: Michael Morris requested Regional Transportation Council (RTC) approval for the last component of the Dallas Area Rapid Transit (DART) - City of Dallas mediation plan on the Silver Line. The mediation plan includes a final commitment of \$5.3 million and a RTC Policy Statement on future communication regarding the Silver Line Regional Rail project and the Cotton Belt Bicycle-Pedestrian project. Electronic Item 5.1 contained a table summarizing the overall mediation plan and elements presented in June. Electronic Item 5.2 contained the final components of the Silver Line enhancements. Electronic Item 5.3 contained a new RTC policy statement outlining the new communication plan for the Silver Line Rail and the Bicycle-Pedestrian elements.

A motion was made to approve of funding to support Dallas and Dallas Area Rapid Transit (DART) Resolution to advance the Silver Line Regional Rail Project: \$5.3 million in federal funds for DART and the City of Dallas as part of a ratification comprehensive resolution between the parties to advance the DART Silver Line Regional Rail Project. This funding is in addition to the \$15.4 million in federal funds that RTC approved in June 2023 for the Dallas Five Mile Creek Hike and Bike Trail. As part of this approval, the Regional Transportation Council requests all local governments, transportation providers, and their associated elected officials, board members, and staff to work in a coordinated and cooperative fashion to advance both the rail and trail elements of the Silver Line Regional Rail project as reflected in the regional Mobility 2045 Plan. Should future questions or issues arise, the RTC strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve. Cara Mendelsohn (M); Dianne Costa (S). The motion passed unanimously.

6. **Critical Transit Funding for Areas in Collin County:** Shannon Stevenson presented a request for Regional Transportation Council (RTC) approval of funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities in the Cities of Allen and Fairview. Staff was seeking to utilize up to \$1,800,000 total funds to support the transition of transit services in the cities of Allen and Fairview. The recommendation for funding included \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities program funds. Participating cities will provide the local match. The current provider is Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit Systems (TAPS). DART's contract expires September 30, 2023, the initial contract expired September 2022, but the DART Board

granted a one-year extension while the cities looked for other options with the risk of threat for suspension of transit service leaving gaps in coverage with an anticipated service start-date of October 1, 2023, with evaluation of service and to possibly incorporate into the existing transit authority service area. While the North Central Texas Council of Governments continues working with Collin County and the Texas Department of Transportation to establish a Rural Transit District, staff requested RTC approval to continue transit service utilizing up to \$1,800,000 total funds. Additional details were provided in Electronic Item 6.

A motion was made to approve funding for the Collin County Rides Program by utilizing up to \$1,800,000 total funds (Regional Transportation Council Local: \$300,000; Federal Transit Administration Section 5310 funds: \$600,000; Local Match: \$900,000) for the Denton County Transportation Authority to continue transit service in the cities of Allen and Fairview, and administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects. Cara Mendelsohn (M); Dianne Costa (S). The motion passed unanimously.

7. **South Dallas Inland Port Transit Funding:** Shannon Stevenson presented a request for funding for Dallas Area Rapid Transit (DART) to support transit services within the Southern Dallas Inland Port area. Service in the Inland Port area began through a partnership between the Inland Port Transportation Management Association (IPTMA), STAR Transit, and DART Mobility Service Local Government Corporation (LGC) with funding approved by the Regional Transportation Council (RTC). The \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was planned to help fund the GoLink services while IPTMA grew membership. The grant funding is delayed and not scheduled to start until the first or second quarter of Fiscal Year 2025 at the earliest leaving a federal funding gap of 15-18 months. IPTMA requested bridge funding in the amount of \$3,500,000 federal funds (Surface Transportation Block Grant (STBG Program), Congestion Mitigation and Air Quality Improvement Program (CMAQ), or Carbon Reduction Program Funding) for a two-year period, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding. The intent of the IPTMA and the Inland Port GoLink services was to provide workforce transportation to jobs throughout the Inland Port. With ridership increasing year after year, employers and staffing agencies are beginning to incorporate GoLink information for job fairs, new hires, and new employees reliant on public transportation to call IPTMA for routing. Since the UberPool integration, average weekday ridership has increased to 301 in March of 2023 with a temporary decline in UberPool ridership as a result of improper geofencing while working to add capacity to reduce reliance on UberPool. More details were provided in Electronic Item 7. Councilmember BJ Williams asked if there is any information regarding the economic impact the Inland Port is having on the surrounding area. Michael Morris responded that North Central Texas Council of Governments staff initiated a major initiative five years ago with a huge increase in economic development with Union Pacific Intermodal Facilities. NCTCOG will provide the economic impact of the Intermodal logistic hub in the Southern Dallas County area at a future meeting.

A motion was made to approve up to \$3,500,000 in federal funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funding) for the Silver Line Rail Project for a two-year period with 700,000 in Transportation Development Credits (TCDs) in lieu of local match as one-time bridge gap funding. Dallas Area Rapid Transit to transfer \$3.5 million in local funding to support transit in the Southern Dallas Inland Port area, and administratively amend the

Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate this project. Cara Mendelsohn (M); Michele Wong Krause (S). The motion passed unanimously.

8. **Automated Transportation System Initiative and Modernization Pilot:** Brendon Wheeler presented a request for \$500,000 in Surface Transportation Block Grant (STBG) Program funding for the engineering design of a Las Colinas modernization pilot, and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026. North Central Texas Council of Governments' (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. The Regional Transportation Council (RTC) has already funded two pilot ATS projects – \$10,000,000 for a people movement application at the Dallas International District and \$11,000,000 for a cargo movement application between the Arlington General Motors Plant and the Union Pacific railhead – as well as \$375,000 for an ATS feasibility study in the Legacy Area in Plano. Based on the successful results of the ATS Development Study, Dallas County Utility and Reclamation District (DCURD) accepted NCTCOG's proposal to modernize a pilot segment of the existing Las Colinas guideway. The staff's recommendation for action was only for the engineering design; retrofitting the existing guideway and operating the pilot would be future phases to be considered by the RTC at a future date. Electronic Item 8 included a presentation summarizing the project. Mayor Steve Babick expressed his appreciation, support, and interest in what the future looks like on this engineering study that doesn't require that level of infrastructure that's going to be the key relative to the last mile. Michael Morris added that he believes the key will be the lightweight structures and vehicles, and the Las Colinas structure is more structure than is needed. He also noted that a pilot test will be conducted in the future.

A motion was made to approve of proposed funding for engineering/design of Las Colinas APT, staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026. The motion also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program (STIP), and update any administrative and/or planning documents, as needed to incorporate the project funding. Brad LaMorgese (M); Daniel Alemán Jr. (S). The motion passed unanimously.

9. **2024 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti briefed the Council on the proposed changes for the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and other Texas Department of Transportation (TxDOT) projects statewide and requested Regional Transportation Council (RTC) approval for policy direction on TxDOT's proposed trade of Category 12 and 2 funds for IH 30. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year plans using performance-based planning and project selection methods, including projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected). Principals for the development of the Regional 10-year plan include the following: 1) project should be included in the Metropolitan Transportation Plan, 2) focus on "system" versus new, stand-alone projects, 3) fully fund existing projects before funding new projects while focusing on projects letting in the next 2-3 years, 4)

ensure equity of county allocations, 5) maintain toll lanes/toll managed lanes on selected corridors, 6) re-fund previously unfunded projects, 7) ensure all RTC projects were approved in 2024 Unified Transportation Program (UTP), (including “placeholders”), and 8) projects must be scored sufficiently to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided. A proposed Category 2/Category 12 funding exchange was introduced. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randol Mill in Tarrant County [\$70 million], and United States Highway 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Christie highlighted work that is being done to track Category 2 and non-formula funds in each subregion and noted that more details on the region’s latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. The next steps in the process were covered. The 10-Year Plan is under public review in July 2023, and will be brought for action at the July 28, 2023, STTC meeting and the August 10, 2023, RTC meeting. TxDOT Public Involvement for the 2024 UTP is occurring in July 2023 and August 2023, and TTC approval of the 2024 UTP is anticipated to occur in August 2023. Electronic Item 9 included additional information about the process. Several RTC members expressed concern regarding the trade dilemma, the legislative position, competency, not being honored in the future, and the timeline.

A motion was made to approve 1) the proposal to help the Texas Department of Transportation (TxDOT) to balance out the over-programming of Category 12 in the first two years of the Unified Transportation Program, with a stipulation that any projects involved in this trade or previous trades (i.e., 2022 Southeast Connector trade) that previously had Category 2 funds on them cannot have the Category 12 funding removed later, 2) direct North Central Texas Council of Governments staff on behalf of the Regional Transportation Council to write a letter to the Texas Transportation Commission to consider rebalancing Category 2 and 12 funds, and 4) send the list of deferred projects to the RTC members. Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

10. **Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Dan Kessler briefed the Council on the proposed FY2024 and FY2025 Unified Planning Work Program (UPWP). Development of the UPWP is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP inventories NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft of the document was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP, required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local projects, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG’s work activities will be carried out: Task 1 – Administration and Management; Task 2 – Transportation Data Development and Maintenance; Task 3 –

Short-Range Planning, Programming, and Operations; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Dan noted that there are 34 subtasks in the UPWP, and 28 active program area teams in the Transportation Department that represent 175 to 200 programs and projects with funding through 17 revenue sources and an estimated 170 federal grants. A funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025 was presented. Available TPF are estimated to be around \$33.2 million, and expected expenditures for the two years is estimated at approximately \$28.5 million, leaving an approximate \$4.4 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding from numerous other grants and agencies, totaling about \$179 million in funding. Approximately 33 percent of the funding is passed through to other transportation agencies. Electronic Item 10.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning funds. Electronic Item 10.2 contained additional information on the draft FY2024 and FY2025 UPWP. A draft of the document is available at www.nctcog.org/trans/study/unified-planning-work-program. A draft RTC resolution for action was provided in Electronic Item 10.3.

A motion was made to approve the FY2024 and FY2025 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 (Electronic Item 10.1) of the Work Program. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects. Brandon Jones (M); Theresa Daniel (S). The motion passed unanimously.

11. **Federal Performance Measures: PM2 Condition Targets for National Highway System Pavement/Bridge Assets:** Jody Loza requested Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition (PM2) targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updated rulemaking for required federal performance measures (PM2). For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. Jody presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). The schedule for PM2 target decision making was highlighted; deadline for MPOs to report whether they will agree to plan/program contributing to affirmed Texas Department of Transportation PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023.

A motion was made to support new statewide “good condition” and “poor condition” National Highway System (NHS) pavement and bridge targets in accordance with existing and updating rulemaking for required federal performance measures (PM2) for 2024 and 2026, collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions: North Central Texas Council of Governments (NCTCOG) will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in “poor

condition”, and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in “poor condition”. Michele Wong Krause (M); Theresa Daniel (S). The motion passed unanimously.

12. **Department of Energy Grant Proposal:** Lori Clark presented a request for the North Central Texas Council of Governments (NCTCOG) to pursue a competitive grant opportunity from the Department of Energy (DOE) Joint Office of Energy and Transportation “Ride and Drive Electric” to develop a regional plan to improve the resilience of electric vehicle charging infrastructure. The plan would seek to improve continuity of operation in the event of electric grid interruptions and incorporate a demonstration project. The proposal is for NCTCOG to lead regional submittal, along with partners Oncor Electric Delivery, Dallas Fort Worth International Airport, North Texas Innovation Alliance, and others to develop a regional plan to request maximum funding in the amount of \$1.5 million federal funds with up to \$375,000 Regional Toll Revenue (RTR) funds as match. The concept paper was submitted June 16, 2023, with “Encouraged to proceed” to full proposal as of June 27, 2023, and proposals are due July 28, 2023, with selection expected September 2023. In addition, NCTCOG, in its role as host agency of Dallas-Fort Worth Clean Cities, has been asked to partner with as a subrecipient in five proposals. Two proposals require no matching funds. Staff proposed to provide the required dollar-for-dollar match using up to \$250,000 in Regional Toll Revenue funds for one proposal to be led by Dallas College. Partnership in the final two proposals would be contingent upon matching funds being secured from other organizations to cover the required match for NCTCOG participation. Concept papers were submitted June 26, 2023, Concept paper notifications are expected July 14, 2023, and full proposals are due August 11, 2023. More information was available in Electronic Item 12. The presentation also included a summary of DOE awards recently announced from the previous fiscal year competition. Lori noted the proposal submitted by Dallas College (Topic 13) regional collaboration with Tarrant County College and Collin County College to develop EV technician certification curricula to add to existing automotive programs with up to \$250,000 federal funds with up to \$250,000 to be provided through RTR funds as match.

A motion was made to approve the submission of a regional proposal to develop a resilient electrical vehicle (EV) charging plan, seeking \$1.5 million in Department of Energy (DOE) funding and providing up to \$375,000 Regional Toll Revenue (RTR) funding as match; and to participate as a subrecipient in five additional proposals 1) partnering with Dallas College to receive up to \$250,000 DOE funds and provide up to \$250,000 RTR as matching funds, 2) Louisiana Clean Fuels to receive DOE Funds with no match required, 3) Interstate Renewable Energy Council to receive DOE funds with no match required), 4) University of Texas at Dallas, contingent on securing required match, to receive up to \$250,000 with up to \$250,000 match required, and 5) On the Road Garage, contingent on securing required match, to receive up to \$250,000 with up to \$250,000 match required. Michael Evans (M); Theresa Daniel (S). The motion passed unanimously.

13. **Census Bureau Boundaries – Federal Transit Administration Designated Recipient:** Ken Kirkpatrick provided a status report on the recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with the Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient and 2) the latest information on Transportation Management Area (TMA) implications. US Census Bureau updates to urban areas resulted in McKinney-Frisco Urbanized Area being expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-

Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with public transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and make FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. The anticipated schedule: McKinney City Council on July 18, 2023; action will be requested at the STTC meeting on July 28, 2023; RTC meeting on August 10, 2023; and NCTCOG Executive Board meeting on August 24, 2023. Additional details provided in Electronic Item 13.

14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1 and Surface Transportation Technical Committee attendance in Electronic Item 14.2.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, August 10, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:53 p.m.

Local Match for Traffic Signal Initiatives

REGIONAL TRANSPORTATION COUNCIL

August 10, 2023

Action Requested

RTC Approval:

To utilize up to \$200,000 RTC Local funds to satisfy local match requirements for Traffic Signal initiatives

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2023

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



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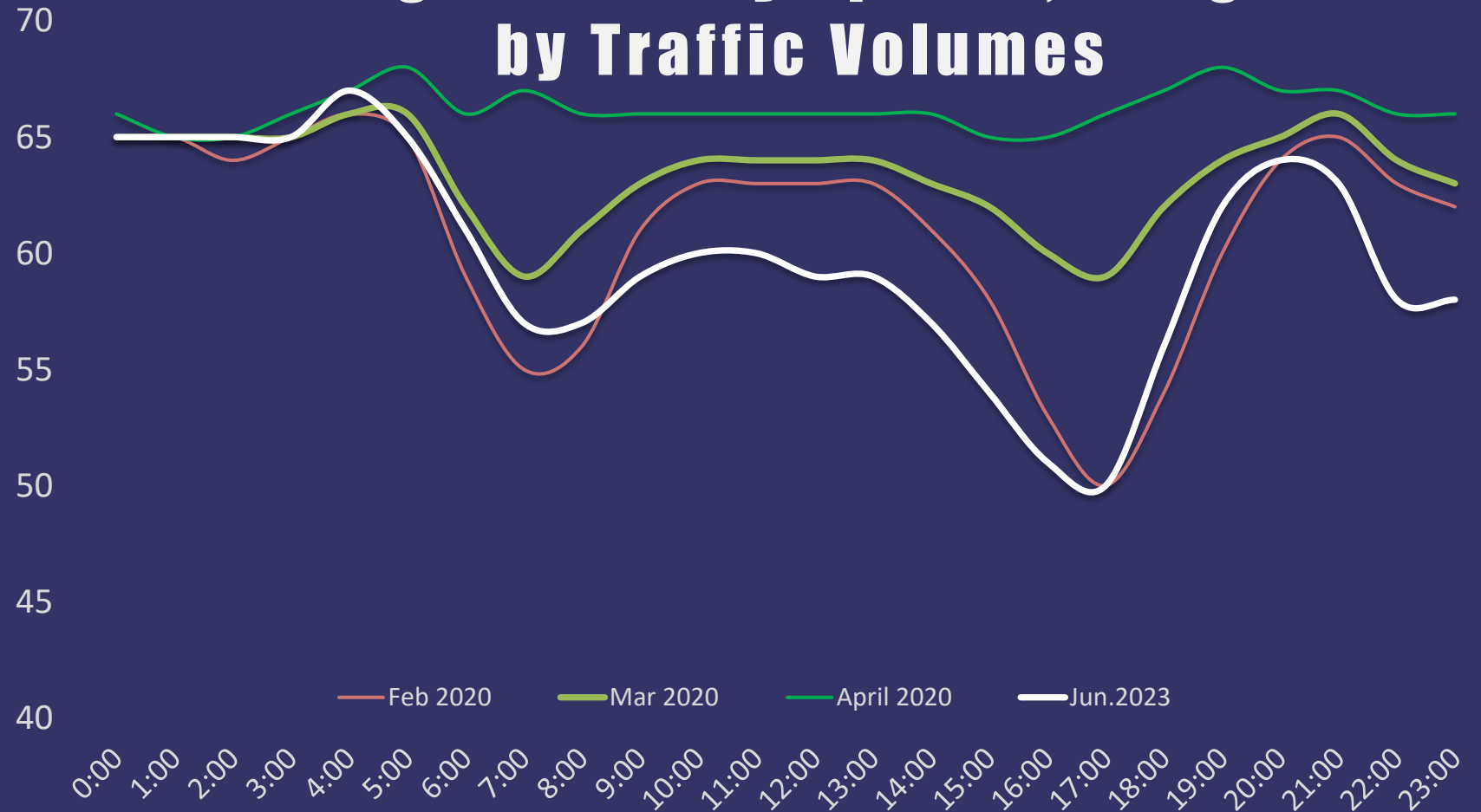
Transit Ridership (-32%, Mar)



ROADWAY TRENDS

Regional Average
Freeway Speeds

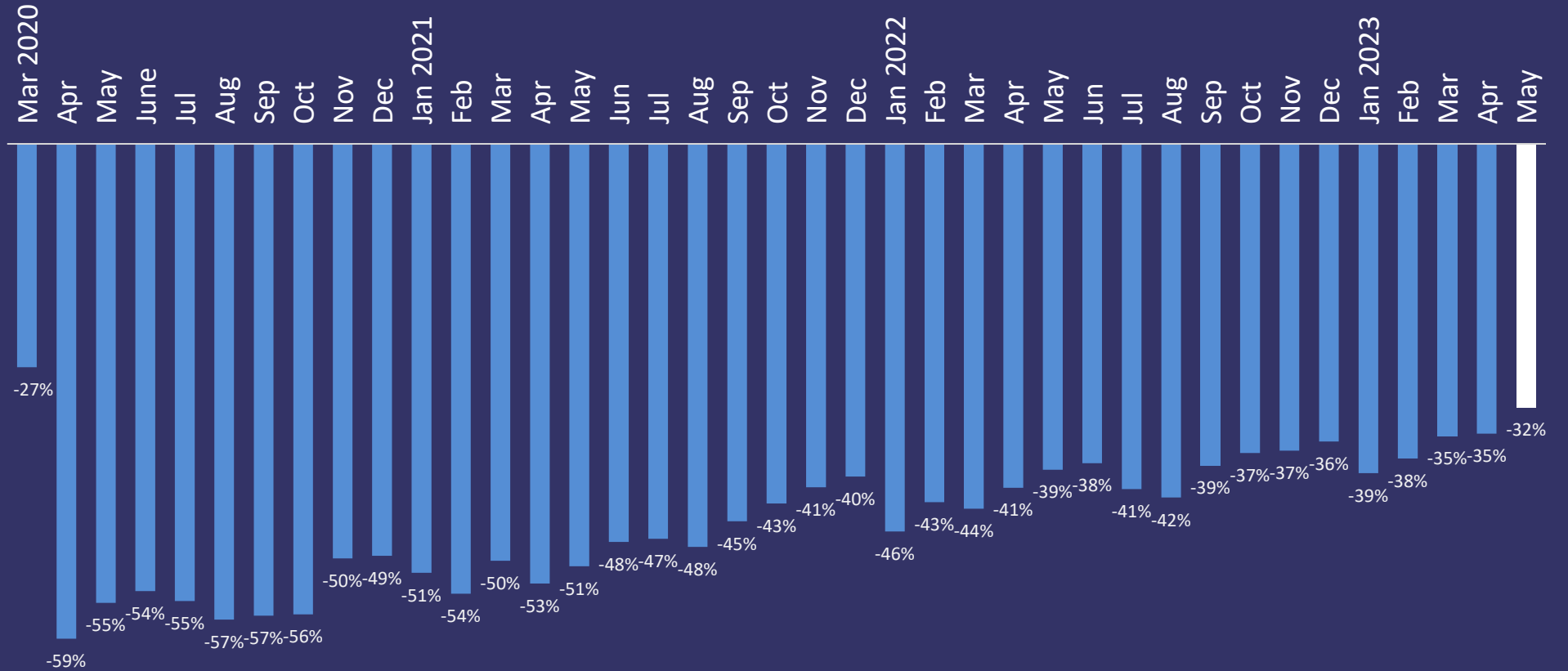
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

**North Central Texas
Council of Governments**

**Summary of Approved
Transportation and
Air Quality Bills**

88th Texas Legislature



2023



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- 5 SB 784 (Birdwell)- Relating to the exclusive jurisdiction of the state to regulate greenhouse gas emissions in this state and the express preemption of local regulation of those emissions.
- 5 SB 1001 (Schwertner)- Relating to the regulation of electric vehicle supply equipment.
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- 7 SB 1364 (Alvarado)- Relating to weight limitations for certain natural gas or electric vehicles.
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- 7 SB 1860 (Hughes)- Relating to the adoption of a climate policy in a municipal charter.

7 Appropriations and Revenue

- 8 HB 1 (Bonnen)- General appropriations bill.
- 10 HB 2230 (Canales)- Relating to the determination of the sufficient balance of the economic stabilization fund for the purpose of allocating certain constitutional transfers of money to that fund and the state highway fund.
- 10 HB 3444 (Canales)- Relating to the classification of transportation districts by the Texas Transportation Commission.
- 11 SB 505 (Nichols)- Relating to imposing an additional fee for the registration of an electric vehicle.
- 11 SCR 2 (Nichols)- Extending the duty of the comptroller of public accounts under Section 7-c, Article VIII, Texas Constitution, to deposit certain tax revenue to the state highway fund.

11 Automated Vehicles/Technology/Unmanned Aircraft

- 11 HB 3075 (Kacal)- Relating to the operation of an unmanned aircraft over a correctional facility or detention facility.
- 11 SB 423 (Paxton)- Relating to the use of unmanned aerial vehicles by the Texas military forces.
- 11 SB 1308 (Hancock)- Relating to the operation of an unmanned aircraft over an airport or military installation.
- 12 SB 2144 (Parker)- Relating to advanced air mobility technology.

12 Aviation

- 13 SB 1260 (Creighton)- Relating to certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.
- 13 SB 1716 (Zaffirini)- Relating to term limits for certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.

13 Bicycle/Pedestrian

- 13 HB 1277 (Cain)- Relating to pedestrian use of a sidewalk.
- 13 HB 3558 (Perez)- Relating to the operation of a motor vehicle at an intersection with a stop sign.

13 Broadband

- 13 HB 9 (Ashby)- Relating to the development and funding of broadband and telecommunications services.
- 14 HJR 125 (Ashby)- Proposing a constitutional amendment creating the broadband infrastructure fund to assist in the financing of broadband and telecommunications services projects in the state.
- 14 SB 1238 (Nichols)- Relating to broadband development.

14 Local Government

14 HB 2127 (Burrows)- Relating to state preemption of certain municipal and county regulations.

15 Open Meetings and Public Information

15 SB 943 (Kolkhorst)- Relating to the publication of notices by a governmental entity on the Internet websites of a newspaper and Texas Press Association.

15 Rail

15 HB 4015 (Thompson)- Relating to the disposition of certain fees collected for the rail safety program.

16 Roadways and Projects

16 SB 1021 (Nichols)- Relating to the handling of bids on certain contracts for highway projects.

16 SB 1023 (Nichols)- Relating to the establishment and posting of the maximum loads permitted on certain bridges.

16 SB 1524 (Blanco)- Relating to the Authority of the Texas Department of Transportation to Provide Department Services on Federal Military Property.

16 Safety

16 HB 393 (Goldman)- Relating to restitution payments for the support of a child whose parent or guardian is a victim of intoxication manslaughter.

16 HB 898 (Stucky)- Relating to the offense of passing certain vehicles on a highway.

17 HB 1442 (Johnson)- Relating to the prosecution of certain criminal conduct involving a reckless driving exhibition and to the forfeiture of contraband as a result of a reckless driving exhibition.

17 HB 1885 (Canales)- Relating to the authority of the Texas Transportation Commission to establish variable speed limits.

17 HB 2899 (Plesa)- Relating to the impoundment of a vehicle used in the commission of the offense of racing on a highway.

17 HB 4122 (Guillen)- Relating to the operation and movement of motorcycles on a roadway laned for traffic.

17 HB 4797 (Romero)- Relating to training on the treatment of toll project roadways during inclement weather.

18 SB 1413 (Johnson)- Relating to the authority of a fire department to remove certain personal property from a roadway or right-of-way.

18 Tolling

18 HB 2170 (Guerra)- Relating to toll collections by a toll project entity.

18 Vehicles

18 HB 718 (Goldman)- Relating to the issuance of temporary tags and license plates by a motor vehicle dealer.

18 HB 914 (Hefner)- Relating to temporary vehicle tags and the offense of tampering with a government record.

18 HB 2195 (Noble)- Relating to wrong, fictitious, altered, or obscured license plates.

19 HB 3297 (Harris)- Relating to the elimination of regular mandatory vehicle safety inspections for noncommercial vehicles and the imposition of replacement fees.

19 Water

19 HB 3582 (Harris)- Relating to the composition and use of money in the flood infrastructure fund.

19 HB 4742 (Lopez, J.)- Relating to a study by the Texas Water Development Board of issues faced by communities with artificial drainage systems.

20 SB 28 (Perry)- Relating to financial assistance provided and programs administered by the Texas Water Development Board.

20 SJR 75 (Perry)- Proposing a constitutional amendment creating the Texas water fund to assist in financing water projects in this state.



Summary of Approved Transportation and Air Quality Bills

88th Texas Legislature

Air Quality and Energy

HB 3014 (Harris) - Relating to the motor vehicle safety inspection of electric vehicles.

House Bill (HB) 3014 exempts motor vehicles that use electricity as their only source of motor power and are not equipped with an internal combustion engine from vehicle inspection requirements relating to emissions and exhaust systems.

This Act takes effect September 1, 2023.

HB 4885 (Landgraf) - Relating to the Texas Emissions Reduction Plan.

HB 4885 requires the Texas Commission of Environmental Quality (TCEQ) to establish and administer the Texas Hydrogen Infrastructure, Vehicle, and Equipment grant program as part of the Texas Emissions Reduction Plan (TERP).

Under the program, TCEQ must determine eligibility and provide funding for eligible projects to offset the incremental cost of projects that reduce nitrogen emissions from high-emitting sources in nonattainment areas and affected counties of the state. Eligible projects include:

1. Hydrogen infrastructure implementation projects;
2. Purchase or lease of hydrogen vehicles or equipment;
3. Replacement of vehicles or heavy-duty equipment with newer hydrogen vehicles or equipment;
4. Repowering of vehicles or heavy-duty equipment with engines that ran on hydrogen; and
5. Use of hydrogen fuel.

A project would not be eligible if it were required by any state or federal law, regulation, memorandum, or other legally binding document.

TCEQ must develop a simple, standardized application package for grants under the program.

HB 4885 also makes changes to the TERP Fund. The bill revises provisions authorizing uses for the TERP Fund to specify that 8 percent of the fund may be shared between the new Hydrogen Infrastructure, Vehicle, and Equipment grant program and the current New Technology Implementation grant program. A maximum of \$8 million from this percentage may be used for the Hydrogen Infrastructure, Vehicle, and Equipment grant program.

HB 4885 decreases the amount that may be used for the Texas Natural Gas Vehicle grant program from 10 percent to 7.5 percent. The bill changes the cap on funds that may be used by TCEQ for administrative costs from \$16 million to 15 percent of the total TERP fund. HB 4885 decreases the amount that may be used for the Light-Duty Motor Vehicle Purchase or Lease Incentive program from 5 percent to 2.5 percent.

This Act takes effect September 1, 2023.

HB 4932 (Lopez) - Relating to the amount of foreign emissions of air contaminants in nonattainment areas and the required revision of the state implementation plan to account for those emissions.

HB 4932 requires the Texas Commission on Environmental Quality (TCEQ) to request a report from the Environmental Protection Agency (EPA) Administrator that shows the amount of foreign emissions detected or estimated to be present at each federal air quality monitoring site located in each nonattainment area in Texas for each air contaminant for which each respective nonattainment area is designated for any national ambient air quality standards.

If TCEQ does not receive the information requested from the EPA within 180 days of TCEQ's request, HB 4932 requires TCEQ to estimate the amount of foreign emissions. The bill defines foreign emissions as air contaminants emanating from outside Texas. The bill authorizes TCEQ to contract with a third party to conduct the required foreign emissions estimate.

HB 4932 requires TCEQ's Executive Director, using either the information received from the EPA or the TCEQ estimate, to create a recommendation on whether to revise the State Implementation Plan to account for the amount of foreign emissions in each nonattainment area in Texas in any manner permissible under federal law.

This Act took effect June 11, 2023.

The bill's provisions expire September 1, 2027.

SB 784 (Birdwell) - Relating to the exclusive jurisdiction of the state to regulate greenhouse gas emissions in this state and the express preemption of local regulation of those emissions.

Senate Bill (SB) 784 prohibits municipalities and local subdivisions from enacting or enforcing ordinances or measures that directly regulate greenhouse gas emissions to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. It would also establish the preemption of the state in such regulation to the degree not preempted by federal law.

This Act takes effect September 1, 2023.

SB 1001 (Schwertner) - Relating to the regulation of electric vehicle supply equipment.

SB 1001 defines "electric vehicle supply equipment" as a device or equipment used to dispense electrical energy to an electric vehicle. An "electric vehicle supply provider" means an owner or operator of electric vehicle supply equipment that's available and accessible to the public to provide electrical energy through a commercial transaction, including any sale or exchange for compensation of electrical energy through a digital network. A "digital network" means an online application, website, or system used by an electric vehicle supply provider that allows users to enter into a commercial transaction to dispense electrical energy from electric vehicle supply equipment to an electric vehicle.

The bill allows the Texas Commission on Licensing and Regulations (TCLR) to adopt rules to regulate electric vehicle supply equipment in operation before January 1, 2024, that: (1) was not equipped with metering systems capable of measuring electricity transferred from the charging station to the vehicle; or (2) was not capable of measuring the time elapsed while actively charging a vehicle and calculating a fee for the charging session.

Pursuant to SB 1001, TCLR may set fees to cover the costs of administering the bill. The Texas Department of Licensing and Regulations (TDLR) may contract with third parties to perform its electric vehicle supply equipment duties.

TCLR may enact rules to exempt electric vehicle supply equipment from a requirement if:

1. TCLR determines that imposing or enforcing a requirement was not cost-effective for TDLR;
2. Enforcing the requirement is not feasible with current resources or standards; or
3. The requirement would not substantially benefit or protect consumers.

Electric vehicle supply equipment may also be exempt from requirements if, per TCLR rule, the electric vehicle supply equipment was:

1. Installed in a private residence for noncommercial use;
2. Provided for the exclusive use of an individual or a group of individuals; or
3. Provided by a business for use at no charge.

TDLR's Executive Director is required to establish a method to address complaints. TDLR could periodically or, in response to a complaint, inspect electric vehicle supply equipment to verify compliance with registration requirements and standards.

Unless electric vehicle supply equipment is exempt or removed from service, electric vehicle supply providers must have electric vehicle supply equipment inspected and maintain the equipment. Additionally, electric vehicle supply providers must register each charging unit with TDLR before any transaction may occur.

The Texas Commission on Licensing and Regulations (TCLR) and the Texas Department of Transportation (TxDOT) must adopt standards requiring electric vehicle supply equipment to feature standard electric vehicle charging connectors or plug types that are widely compatible with as many types of electric vehicles as practicable. Specifications and tolerances for electric vehicle supply equipment must follow the National Institute of Standards and Technology recommendations.

Electric vehicle supply providers must display fee calculation methods, applicable surcharges, a certificate that TDLR regulated the electric vehicle supply equipment, and instructions on how to file a complaint with TDLR concerning electric vehicle supply equipment.

Before the user begins charging, the electric vehicle supply provider must disclose the rate at the time of the transaction and a list of applicable surcharges. After a reasonable time, at a user's request, the electric vehicle supply provider must transmit a summary with transaction information.

Electric vehicle supply providers must remove damaged equipment from the electric vehicle supply provider's digital network listing of available charging units. If TDLR determines that electric vehicle supply equipment poses a safety risk, TDLR must indicate that the equipment is out of order. Electric vehicle supply providers may only return electric vehicle supply equipment to operation once the equipment is repaired per manufacturer specifications and TCLR rule.

Electric vehicle supply equipment installed in Texas would have to be operated in compliance with manufacturer specifications and TCLR rules:

1. By March 1, 2028, if the equipment was installed before the bill's effective date.
2. By March 1, 2025, if the equipment was installed between the bill's effective date and March 1, 2025.
3. When the equipment began operating, if the equipment was installed on or after March 1, 2025.

This Act took effect June 18, 2023.

SB 1002 (Schwertner) - Relating to the operation of electric vehicle charging stations.

SB 1002 establishes a regulatory framework to promote a neutral electric vehicle charging marketplace and encourage private investment in meeting the growing charging demand.

The bill distinguishes requirements between: (1) the areas directly served by and outside the Electric Reliability Council of Texas' service regions; (2) Transmission and Distribution Utilities (TDUs) subject to direct regulation by the Public Utilities Commission; and (3) private energy providers not subject to direct regulation.

TDUs outside ERCOT's service region may provide direct EV charging services to consumers subject to certain conditions. Those conditions include a right of first refusal clause for private providers, a market rate scheme, and conflict of interest protections. TDUs within ERCOT's service region are prohibited from providing direct consumer service but may maintain affiliation with private providers not directly regulated by the PUC. This affiliation would be subject to certain other conditions aimed at market neutrality.

This Act takes effect September 1, 2023.

SB 1017 (Birdwell) - Relating to the authority of a political subdivision to regulate an energy source or engine.

SB 1017 prohibits political subdivisions from enacting or enforcing any ordinance, regulation, or other measure that limits access to, use of, or provision of infrastructure for any specific energy source. This prohibition does not preclude political subdivisions from regulating or enforcing regulations that do not prohibit the use or supply of an energy source, guide zoning, or in any area not preempted by state and federal law.

SB 1017 also prohibits enacting or enforcing regulations that prohibit or restrict the use, sale, or lease of a mechanical engine based on its fuel source. The bill does not preclude political subdivisions from regulating or enforcing regulations that do not prohibit or restrict the use of engines, implements an agreement with the Texas Commission on Environmental Quality regulating vehicle idling, or applies only to engines owned by the political subdivision and is included in the State Implementation Plan, or is necessary for compliance with federal Clean Air Act.

SB 1017 does not preclude political subdivisions from adopting regulations encouraging the use of, or providing rebates for, alternative fuel sources. This authority is provided that such regulation or enforcement does not ban, restrict, or prohibit energy sources or engines based on their fuel source.

This Act takes effect September 1, 2023.

[SB 1364 \(Alvarado\) - Relating to weight limitations for certain natural gas or electric vehicles.](#)

SB 1364 allows an electric semitruck to exceed the applicable gross weight limitation by up to 2,000 pounds, provided the vehicle's maximum gross weight cannot exceed 82,000 pounds. SB 1364 revises the Texas Transportation Code to correspond with federal laws.

This Act takes effect September 1, 2023.

[SB 1732 \(Hancock\) - Relating to standards for certain electric vehicle charging stations.](#)

SB 1732 directs that all subject electric vehicle charging stations installed after December 1, 2024, feature a universal-type connector or plug compatible with as many electric vehicle types as possible. Chargers subject to this act are those made after the effective date, available for public use, and have received funding from public grants or a state rebate. The bill also directs the Texas Department of Licensing and Regulation to adopt and promulgate any standards pursuant to this end by the effective date.

This Act takes effect September 1, 2023.

[SB 1860 \(Hughes\) - Relating to the adoption of a climate policy in a municipal charter.](#)

SB 1860 prohibits a home-rule municipality from holding an election for voter approval of a proposed climate charter unless the legislature adopts a resolution approving the proposed charter. The bill establishes that a climate charter adopted by a municipality before the bill's effective date will remain valid and enforceable until January 1, 2026. A city that adopted a climate charter before the effective date must receive an approval resolution from the legislature before January 1, 2025.

This Act takes effect September 1, 2023.

Appropriations and Revenue

[HB 1 \(Bonnen\) - General appropriations bill.](#)

HB 1 totals \$321.3 billion for the Fiscal Year 24-25 biennium. See Table 1 next page.

Table 1: HB 1 by Method of Finance

Method of Finance Type (in millions)	FY 2022-23	HB 1 FY 2024-25	Biennial Change	% Change
General Revenue Funds	\$130,403.6	\$144,130.4	\$13,726.8	10.53%
General Revenue-Dedicated Funds	\$8,024.2	\$6,833.7	(\$1,109.5)	(14.84%)
Federal Funds	\$117,301.4	\$102,286.3	(\$15,015.1)	(12.80%)
Other Funds	\$47,567.1	\$68,087.2	\$20,520.1	43.14%
All Funds	\$303,296.3	\$321,337.6	\$18,041.3	5.95%

Source: Legislative Budget Board

Article VI – Natural Resources

Texas Commission on Environmental Quality

Article VI increased 5.68 percent over the last biennium. Total funding for the Texas Commission on Environmental Quality (TCEQ) is \$731.5 million for the FY24-25 biennium.

Budget riders of interest include:

- **Air Quality Planning**

(a) Amounts appropriated above include \$4,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in “affected counties” (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for the O3 National Ambient Air Quality Standards (NAAQS) as of September 1, 2023, and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by the Texas Commission on Environmental Quality (TCEQ). These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to inventorying emissions, monitoring pollution levels, and program administration. TCEQ shall allocate a base amount of \$281,250 to each state planning region containing such areas and the remaining funds proportionally to each region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated “nonattainment” for the O3 NAAQS as of September 1, 2023, include Bastrop, Caldwell, Comal, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson counties. Additional “attainment/unclassifiable” areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area (CBSA) with O3 design values in excess of 60 parts per billion (ppb).

(b) Amounts appropriated above include \$2,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce fine particulate matter (PM2.5) in “affected counties” (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for PM2.5 National Ambient Air Quality Standards (NAAQS) as of September 1, 2023, and other areas at significant risk of being designated nonattainment for PM2.5 NAAQS in the future as approved by the TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to: inventorying emissions, monitoring of pollution levels, air pollution and data analysis; modeling pollution levels; and administration of the program. The TCEQ may allocate a base amount of up to \$118,750 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties more than 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and similar locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the SIP.

Additional “attainment/unclassifiable” areas may be added by TCEQ to this grant program contingent on available resources based on their status as being part of a core-based statistical area (CBSA) with an annual PM2.5 design value in excess of 8 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), or 24-hour PM2.5 design value in excess of 25 $\mu\text{g}/\text{m}^3$.

Article VII – Business and Economic Development

Texas Department of Transportation

Total funding for the Texas Department of Transportation (TxDOT) includes \$37.23 billion for the FY24-25 biennium. This is an increase of funding to TxDOT for highway planning and design, right-of-way acquisition, and construction and maintenance of approximately \$5.0 billion, including \$2.5 billion in Federal Funds and \$2.5 billion in the State Highway Fund. Propositions 1 and 7 remain separate budget strategies. New riders of interest for the North Texas region include:

- **Southern Gateway Deck Park**

Out of amounts appropriated, TxDOT shall make available during the 2024-25 biennium \$10,000,000 in Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project if the project meets federal funding requirements. The Legislature intends that funds appropriated above would cover the Phase II Infrastructure of the Southern Gateway Deck Park Project. The U.S. Department of Transportation, Federal Highway Administration shall approve any project expenditures using Federal Funds.

- **Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity**

(a) The Legislature intends that TxDOT, using funds appropriated above, develop, and implement an interagency task force designed to evaluate how to deploy zero-emission medium-duty and heavy-duty vehicle charging infrastructure to best support growth in that market, recognizing the unique needs of each of these diverse classes of vehicles. The evaluation shall, at a minimum:

- (1) consider federal, state, and local laws and regulations that may impact the manufacturing, operations, and public and private investments in the development of medium-duty and heavy-duty vehicle charging infrastructure in Texas, including regional differences in infrastructure planning, regulation, and implementation;
 - (2) identify opportunities to facilitate the exchange of information between utilities, stakeholders, and private entities regarding fleet charging profiles and projected energy needs in the coming decade to improve load growth projections and generation allocations across Electric Reliability Council of Texas (ERCOT) regions; and
 - (3) examine how statewide oversight and collaboration can complement and coordinate existing efforts to study and expand the state's medium-duty and heavy-duty vehicle charging infrastructure.
- b) The Legislature intends that TxDOT convene and coordinate four quarterly meetings with the Public Utility Commission, Texas Commission on Environmental Quality, and ERCOT, as well as utility, private entity, university, community, and local government stakeholders. As soon as the task force evaluation is completed, but no later than October 1, 2024, the task force shall submit to the Legislature its findings, along with recommendations regarding any statutory or regulatory considerations the Legislature or agencies should consider to maximize competitiveness, innovation, and efficiency, while also maintaining the integrity and cost-effectiveness of the Texas grid.
- **McKinney National Airport**
In addition to amounts appropriated elsewhere in this Act, TxDOT is appropriated \$5,000,000 in General Revenue for the state fiscal biennium beginning September 1, 2023, for the purpose of funding a hangar facility project at the McKinney National Airport for use by the Department of Public Safety.

[HB 2230 \(Canales\) - Relating to the determination of the sufficient balance of the economic stabilization fund for the purpose of allocating certain constitutional transfers of money to that fund and the state highway fund.](#)

HB 2230 extends the expiration date of Proposition 1 from 2034 to 2042. This is estimated to be \$16.9 billion over eight years.

Under Proposition 1, a portion of oil and gas severance taxes are deposited into the State Highway Fund and may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

This Act takes effect September 1, 2023.

[HB 3444 \(Canales\) - Relating to the classification of transportation districts by the Texas Transportation Commission.](#)

HB 3444 requires the Texas Transportation Commission (TTC) to create criteria for the classification of each TxDOT district as metropolitan, urban, or rural. The TTC rules must classify a district with a population of more than one million people as metropolitan.

This Act takes effect September 1, 2023.

[SB 505 \(Nichols\) - Relating to imposing an additional fee for the registration of an electric vehicle.](#)

SB 505 imposes a \$400 registration fee for new electric vehicles and \$200 for electric vehicle registration renewal. This fee structure only applies to electric motor vehicles that weigh 10,000 pounds or less. Hybrid vehicles are not subject to SB 505. SB 505 does not apply to autocycles, mopeds, motorcycles, or neighborhood electric vehicles. All fees collected for this purpose will be remitted to the State Highway Fund. This is estimated to be an additional \$985 million over the first five years.

This Act takes effect September 1, 2023.

[SCR 2 \(Nichols\) - Extending the duty of the comptroller of public accounts under Section 7-c, Article VIII, Texas Constitution, to deposit certain tax revenue to the state highway fund.](#)

Senate Concurrent Resolution (SCR) 2 reauthorizes and extends the transfer of the sales and use tax portion of Proposition 7 until 2042 and the motor vehicle sales or rental tax portion until 2039. This is estimated to be \$43.9 billion over ten years.

Proposition 7 requires the Texas Comptroller to deposit \$2.5 billion of the net revenue from the state sales and use tax that exceeds the first \$28 billion of that revenue coming into the state treasury into the State Highway Fund each fiscal year. Additionally, if state motor vehicle sales and rental tax revenue exceeds \$5 billion in a fiscal year, 35 percent of the amount above \$5 billion will be directed to the State Highway Fund.

This Act took effect immediately.

Automated Vehicles/Technology/Unmanned Aircraft

[HB 3075 \(Kacal\) - Relating to the operation of an unmanned aircraft over a correctional facility or detention facility.](#)

HB 3075 makes the operation of unmanned aircraft over a correctional facility or detention facility an offense. The bill does not retain the exception for an operator of an unmanned aircraft used for a commercial purpose. HB 3075 provides an additional exception for a person who has the prior written consent of the owner or operator of the correctional facility or detention facility. The bill assigns a Class B misdemeanor penalty, a Class A misdemeanor for a subsequent conviction of the offense, and a state jail felony if the actor used the unmanned aircraft to introduce contraband into the facility.

This Act takes effect September 1, 2023.

[SB 423 \(Paxton\) - Relating to the use of unmanned aerial vehicles by the Texas military forces.](#)

SB 423 approves any branch of the Texas military forces to capture images using an unmanned aircraft in State airspace during operations, exercises, and missions. It defines Texas military forces as the Texas National Guard, Texas State Guard, or any other force organized under state law.

This Act took effect May 19, 2023.

[SB 1308 \(Hancock\) - Relating to the operation of an unmanned aircraft over an airport or military installation.](#)

SB 1308 establishes that a person commits an offense if the person intentionally or knowingly: (1) operated an unmanned aircraft over an airport or military installation; (2) allowed an unmanned aircraft to make contact with an airport or military installation; or (3) operated an unmanned aircraft in a manner that interfered with the operations of or caused a disturbance to an airport or military installation.

It would be a defense to prosecution if certain individuals or entities, including a law enforcement agency or a governmental entity, engaged in this conduct.

This Act takes effect September 1, 2023.

SB 2144 (Parker) - Relating to advanced air mobility technology.

SB 2144 directs the Texas Transportation Commission to appoint an advisory committee to review current state law and recommend any necessary changes to state law to facilitate the implementation of advanced air mobility (AAM) technology. The advisory committee will comprise representatives from diverse geographic regions of the state, state and local law enforcement, the AAM industry, transportation experts, commercial airports, vertical takeoff and landing operators and vertiport operators, local governments, and the general public.

The advisory committee must hold public meetings, solicit public comments, and submit a report of findings to the Commission and Legislature no later than November 1, 2024. The advisory committee will be abolished, and this section will expire on January 1, 2025.

SB 2144 defines AAM as an aviation transportation system that uses highly automated aircraft to operate and transport passengers or cargo at lower altitudes for commercial, public service, private, or recreational purposes.

The bill directs TxDOT to:

1. Review existing aviation standards, airport facility planning, and compatibility guidance for application to AAM;
2. Designate a TxDOT employee as a liaison to the Federal Aviation Administration for such support;
3. Support the development of federal and industry standards for advanced air mobility technology that prioritize safety as the technology develops;
4. Develop a statewide plan or update the Texas Airport System Plan with specific locations for vertiports for integration of AAM technology; and
5. Provide support and resources to local governments, regional councils of government, transportation planning organizations, the AAM industry, and other stakeholders for the purpose of deconflicting government implementation with a community vision to integrate AAM technology.

TxDOT, Texas Education Agency, Texas Higher Education Coordinating Board, and the Texas State Technical College System must collaborate with school districts, universities, and other stakeholders to identify educational opportunities associated with AAM technology.

This Act takes effect September 1, 2023.

Aviation

SB 1260 (Creighton) - Relating to certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.

SB 1260 prohibits a local government, or a local government's agent, operating an airport from entering into contracts with entities deemed by a federal court to have misappropriated intellectual property or with entities wholly or partially owned by the Chinese government. This prohibition would extend to any company connected to, entered into an agreement with, or indebted to the entity.

The bill also provides that a company contracting for this purpose must provide an affidavit that they will comply with the requirements of SB 1260. The bill only applies to contracts for providing, maintaining, and the associated operations of airport bridging equipment.

This Act took effect May 9, 2023.

[SB 1716 \(Zaffirini\) - Relating to term limits for certain contracts regarding airports and associated air navigation facilities operated by or on behalf of a local government.](#)

SB 1716 increases the term limit during which a local government, by contract, lease, or other agreement, may authorize a qualified person to operate an airport owned, leased, or controlled by the local government as an agent of the local government from 40 years to 50 years.

SB 1716 also increases the term limit for an airport lease or lease renewal if, at the time of the lease, the property is used as nonaeronautical property and is located in an airport on which there are active federal government aircraft operations on the federal property from 40 years to 50 years.

This Act takes effect September 1, 2023.

Bicycle/Pedestrian

[HB 1277 \(Cain\) - Relating to pedestrian use of a sidewalk.](#)

HB 1277 requires a pedestrian walking along and on a highway (with no sidewalk) to walk on the left side of the roadway or the shoulder facing oncoming traffic, unless the left side of the roadway or the shoulder of the highway facing oncoming traffic is obstructed or unsafe.

This Act takes effect September 1, 2023.

[HB 3558 \(Perez\) - Relating to the operation of a motor vehicle at an intersection with a stop sign.](#)

HB 3558 provides that, in the absence of a crosswalk at an intersection, the vehicle operator must stop at the place nearest the intersecting roadway where the operator has a view of approaching traffic on the intersecting roadway.

This Act takes effect September 1, 2023.

Broadband

[HB 9 \(Ashby\) - Relating to the development and funding of broadband and telecommunications services.](#)

HB 9 creates the Broadband Infrastructure Fund (BIF) and allocates \$1.5 billion to the fund. The bill is accompanied by HJR 125, which proposes a constitutional amendment that requires voter approval to create the fund.

The BIF may only be used for:

1. Purposes related to the Broadband Development Office;
2. Providing funding for 9-1-1 and next generation 9-1-1 services;
3. Supporting the Texas Broadband Pole Replacement Program;
4. Providing matching funds for federal money provided for the federal Broadband Equity, Access, and Deployment Program; and
5. Expanding access to broadband service in economically distressed communities to support increased connectivity needs in those areas.

The Comptroller of Public Accounts will also make a one-time transfer in the amount of \$155,200,000 from the BIF to the Next Generation 9-1-1 Service Fund and make a one-time transfer in the amount of \$75,000,000 from the BIF to the Broadband Pole Replacement Fund. The Comptroller must transfer the funds no later than September 15, 2024.

This Act takes effect January 1, 2024, if the constitutional amendment creating the BIF is approved.

[HJR 125 \(Ashby\) - Proposing a constitutional amendment creating the broadband infrastructure fund to assist in the financing of broadband and telecommunications services projects in the state.](#)

House Joint Resolution (HJR) 125 amends the Texas Constitution to establish the Broadband Infrastructure Fund (BIF) to be administered by the Comptroller of Public Accounts to provide financing for projects to develop and improve broadband and telecommunications services. Projects include the construction, reconstruction, and expansion of broadband and telecommunications infrastructure or services, the operation of broadband and telecommunications infrastructure, and the provision of such services, as determined by the comptroller and the Public Utility Commission.

The ballot shall read, "The constitutional amendment creating the Broadband Infrastructure Fund to expand high-speed broadband access and assist in the financing of connectivity projects."

This Act is effective if approved at the election on November 7, 2023.

[SB 1238 \(Nichols\) - Relating to broadband development.](#)

SB 1238 revises the administration of the Broadband Development Office, the development of the state broadband development map, and the state's Broadband Development Program that were created by the 87th Texas Legislature.

SB 1238 updates the definition of broadband access and adopts standards for what constitutes served, underserved, and unserved locations for broadband access. Metrics utilized for the creation of the state's broadband map have also been revised.

The Broadband Development Office is now authorized to award grants, low-income loans, and other financial incentives to applicants to deploy eligible broadband infrastructure projects in unserved and underserved areas, and certain parts of served areas, as well as award grants to applicants to deploy non-broadband infrastructure projects that expand the adoption, accessibility, or affordability, of broadband service.

This Act takes effect September 1, 2023.

Local Government

[HB 2127 \(Burrows\) - Relating to state preemption of certain municipal and county regulations.](#)

HB 2127 preempts local regulations in Texas Agriculture Code, Business & Commerce Code, Finance Code, Insurance Code, Labor Code, Local Government Code, Natural Resources Code, Occupations Code, and Property Code. A municipality may adopt, enforce, or maintain an ordinance or rule only if the ordinance is consistent with the laws of the State.

The bill allows a person, or a trade association representing a person, to take legal action against a municipality, county, or official, after providing a city with at least three months' notice, to sue for adopting or enforcing an ordinance preempted under HB 2127. It also allows citizens to recover legal relief and associated legal costs.

The bill does not preempt city regulations related to:

1. Building or maintaining a road, imposing a tax, or carrying out any authority expressly authorized by statute;
2. A home-rule city from providing the same services and imposing the same regulations that a general-law city is authorized to provide or impose;
3. The control, care, management, welfare, or health and safety of animals;
4. Conducting a public awareness campaign;
5. Negotiating the terms of a collective bargaining agreement with city employees;
6. Policies related to city employees; or
7. Repealing or amending an existing ordinance for the limited purposes of bringing the ordinance into compliance with the bill.

HB 2127 preempts a city from adopting or enforcing the following types of regulations:

1. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Agriculture Code;
2. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Business and Commerce Code;
3. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Finance Code, except that a city may enforce or maintain an ordinance regulating a credit services organization or a credit access business if the city adopted the ordinance before January 1, 2023;
4. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Insurance Code;
5. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Labor Code; including employment leave, hiring practices, breaks, employment benefits, scheduling practices, and any other terms of employment that exceed or conflict with federal or state law for employers other than the city;
6. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Local Government Code;
7. Regulations involving the breeding, care, treatment, or sale of animals or animal products; including a veterinary practice, or the business's transactions if the person operating the business holds a state or federal license to perform such actions or services; or the retail sale of dogs or cats, except that a city may enforce or maintain an ordinance or rule adopted before April 1, 2023, that restricts, regulates, limits, or otherwise impedes the retail sale of dogs or cats until the state adopts statewide regulations for the retail sale of dogs or cats, as applicable;
8. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Natural Resources Code;
9. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Occupations Code, excluding massage establishments; or
10. An ordinance, order, or rule regulating conduct in a field of regulation that is occupied by a provision of the Property Code; including an ordinance regulating evictions or otherwise prohibiting, restricting, or delaying delivery of notice to vacate or filing a suit to recover possession of the premises.

This Act takes effect September 1, 2023.

Open Meetings and Public Information

[SB 943 \(Kolkhorst\) - Relating to the publication of notices by a governmental entity on the Internet websites of a newspaper and Texas Press Association.](#)

HB 943 requires a newspaper that publishes a legal notice to publish that notice on the newspaper's public Internet website and requires that notice to also be published in a database maintained by the Texas Press Association.

This Act takes effect September 1, 2023.

Rail

[HB 4015 \(Thompson\) - Relating to the disposition of certain fees collected for the rail safety program.](#)

HB 4015 directs that any fees collected for the Rail Safety Program be deposited in the State Highway Fund and be used only for the express purpose of the Rail Safety Program. The current statute deposits such fees into the General Revenue Fund.

This Act takes effect September 1, 2023.

Roadways and Projects

SB 1021 (Nichols) - Relating to the handling of bids on certain contracts for highway projects.

SB 1021 grants the Texas Department of Transportation the authority to accept bids on contracts estimated to involve less than \$1 million dollars (up from \$300 million), and their consideration by the pertinent district engineer, provided they are not building construction contracts. The bill also directs that any proposed building construction contract be filed with the Department's pertinent division director and read at a public meeting.

This Act took effect May 24, 2023.

SB 1023 (Nichols) - Relating to the establishment and posting of the maximum loads permitted on certain bridges.

SB 1023 gives the Texas Department of Transportation the authority to post a load limit notice on bridges under the jurisdiction of a county or municipality. The notice must be posted in accordance with federal law.

This Act took effect May 19, 2023.

SB 1524 (Blanco) - Relating to the Authority of the Texas Department of Transportation to Provide Department Services on Federal Military Property.

SB 1524 grants TxDOT the authority to enter into contracts with the U.S. Department of Defense, or another responsible federal entity, to provide all TxDOT services on federal military installations. These services include road maintenance, improvement, relocation, and extension services.

This Act took effect May 23, 2023.

Safety

HB 393 (Goldman) - Relating to restitution payments for the support of a child whose parent or guardian is a victim of intoxication manslaughter.

HB 393 requires a defendant convicted of intoxication manslaughter to pay restitution to a child whose parent or guardian was the victim of intoxication manslaughter. A court must determine the monthly amount to support the child until the child turns 18 or graduates high school, whichever is later. The defendant is not required to pay restitution to an individual who is 19 or older.

This Act takes effect September 1, 2023.

HB 898 (Stucky) - Relating to the offense of passing certain vehicles on a highway.

HB 898 increases penalties for violating the current Move Over, Slow Down law. Specifically, HB 898 makes passing certain first responder and roadside worker vehicles on a highway a misdemeanor punishable by a \$500 to \$1,250 fine. If a person violates Move Over, Slow Down again (within five years of the first offense), the penalty would be a misdemeanor punishable by a \$1,000 to \$2,000 fine. The violation becomes a class A misdemeanor (up to one year in jail and/or a maximum fine of \$4,000) if the offense results in serious bodily injury to another or a state-jail felony (180 days to two years in a state jail and an optional fine of up to \$10,000) for a second or subsequent offense that resulted in serious bodily injury of another.

This Act takes effect September 1, 2023.

[HB 1442 \(Johnson\) - Relating to the prosecution of certain criminal conduct involving a reckless driving exhibition and to the forfeiture of contraband as a result of a reckless driving exhibition.](#)

HB 1442 increases the penalty for the offense of obstructing a highway while operating a motor vehicle and engaging in a reckless driving exhibition if the offense is committed while engaging in organized criminal activities such as a “street takeover.”

This Act takes effect September 1, 2023.

[HB 1885 \(Canales\) - Relating to the authority of the Texas Transportation Commission to establish variable speed limits.](#)

HB 1885 authorizes the Transportation Commission (TTC) to establish a variable speed limit program that allows the temporary lowering of a prima facie speed limit to address inclement weather, congestion, construction, or other conditions that affect safe and orderly traffic movement.

A speed limit established under the program:

1. Must be based on an engineering and traffic investigation;
2. Could be effective for all or a portion of the highway for any period of day or night;
3. Could not be less than 10 miles per hour below the existing speed limit on the road; and
4. Would be effective only when posted.

A speed limit cannot be altered to divert traffic towards a toll road to increase toll revenue.

This Act takes effect September 1, 2023.

[HB 2899 \(Plesa\) - Relating to the impoundment of a vehicle used in the commission of the offense of racing on a highway.](#)

HB 2899 requires law enforcement to have a motor vehicle used to race on a highway impounded, regardless of whether the violation results in an accident with property damage or personal injury. Previously, law enforcement could only impound a vehicle used in street racing or “street takeovers” if the driver’s conduct resulted in property damage or injury.

This Act took effect June 2, 2023.

[HB 4122 \(Guillen\) - Relating to the operation and movement of motorcycles on a roadway laned for traffic.](#)

HB 4122 authorizes a motorcycle rider to operate the motorcycle two abreast in a single lane with another motorcycle. The bill prohibits motorcycle operators from riding more than two abreast in a single lane with other motorcycles. HB 4122 prohibits operating the motorcycle between lanes of traffic moving in the same direction. The bill also prohibits a motorcyclist from passing a motor vehicle while in the same lane as the vehicle being passed. These prohibitions do not apply to a police officer in performing the officer's official duties.

This Act takes effect September 1, 2023.

[HB 4797 \(Romero\) - Relating to training on the treatment of toll project roadways during inclement weather.](#)

HB 4797 requires toll road employees and contractors who develop and supervise a plan for roadway treatment to complete training in the same manner as a TxDOT employee who treats roadways during inclement weather. TxDOT must make training courses available and adopt rules to implement the bill.

This Act takes effect September 1, 2023.

SB 1413 (Johnson) - Relating to the authority of a fire department to remove certain personal property from a roadway or right-of-way.

SB 1413 grants fire departments the authority to remove personal property that blocks the roadway or endangers public safety from a roadway or right-of-way. SB 1413 requires a city that has a fire department to develop and implement policies concerning the fire department, consulting with law enforcement agencies regarding removing personal property from a roadway or right-of-way.

This Act takes effect September 1, 2023.

Tolling

HB 2170 (Guerra) - Relating to toll collections by a toll project entity.

HB 2170 requires toll project entities to notify the customer that payment by credit or debit card was declined or could not be processed. When a toll project entity sends a notice or an invoice of unpaid tolls, it must be sent by first class mail and indicate on the outside of the envelope that the document enclosed is a bill, and the recipient is expected to pay the amount stated. HB 2170 allows toll project entities to provide an invoice or notice to a motorist by text instead of mailing or emailing the notice if the motorist opts in.

This Act takes effect September 1, 2023.

Vehicles

HB 718 (Goldman) - Relating to the issuance of temporary tags and license plates by a motor vehicle dealer.

HB 718 requires a motor vehicle dealer to issue metal license plates obtained from the Texas Department of Motor Vehicles (TxDMV) for vehicles sold by the dealer and eliminate the issuance of temporary paper buyer's tags. The bill requires TxDMV to ensure that a dealer may obtain sufficient license plates in advance to continue selling vehicles without unreasonable business disruption. A one-time fee of \$10 for the issuance of a dealer's temporary license plate is also established.

HB 718 requires TxDMV to establish rules by December 1, 2024, to set the maximum number of license plates that a dealer may obtain and to monitor the number of plates obtained by the dealer.

Aside from provisions that outline deadlines for certain rulemakings, the bill would take effect on July 1, 2025.

HB 914 (Hefner) - Relating to temporary vehicle tags and the offense of tampering with a government record.

HB 914 allows offenders to be charged with tampering with a governmental record for falsifying a vehicle temporary tag issued by the Texas Department of Motor Vehicles. It would establish this crime as a Class A misdemeanor.

This Act takes effect September 1, 2023.

HB 2195 (Noble) - Relating to wrong, fictitious, altered, or obscured license plates.

HB 2195 increases penalties if a person attaches or displays a license plate that has a coating, covering, protective substance, or other material that alters or obscures the letters, numbers, or color of the license plate.

This Act takes effect September 1, 2023.

[HB 3297 \(Harris\) - Relating to the elimination of regular mandatory vehicle safety inspections for noncommercial vehicles and the imposition of replacement fees.](#)

HB 3297 repeals provisions mandating vehicle safety inspections for noncommercial vehicles and associated fees but retains safety inspections for commercial vehicles and vehicle emission inspections in political subdivisions requiring emission inspections.

HB 3297 requires a \$7.50 fee at the time of initial registration or renewal of registration of a motor vehicle, trailer, semi-trailer, pole trailer, or mobile home in addition to other fees imposed at registration. Applicants must also pay a one-time fee of \$16.75 if the application was for the initial registration of a passenger car or light truck that was sold or purchased, had not been previously registered in any state, and the vehicle is less than two years old. A person that pays this one-time fee is not required to pay the annual fee for the next registration year for the same vehicle.

The bill requires the Comptroller to deposit the established annual fees collected during registration and deposit \$3.50 to the Texas Mobility Fund, \$2 to General Revenue, and \$2 to the Clean Air Account. After the Comptroller receives the \$16.75 one-time fee for an applicant's initial registration, \$12.75 will be deposited to the Texas Mobility Fund, \$2 to General Revenue, and \$2 to the Clean Air Account.

This Act takes effect January 1, 2025.

Water

[HB 3582 \(Harris\) - Relating to the composition and use of money in the flood infrastructure fund.](#)

HB 3582 amends current law relating to the composition and use of money in the Flood Infrastructure Fund (FIF).

The 86th Texas Legislature created the FIF and the Texas Infrastructure Resiliency Fund (TIRF) to provide financial assistance to municipalities for flood projects, and the Texas Water Development Board (TWDB) was directed to establish a State Flood Plan by September 1, 2024.

The bill designates the FIF as the recipient of the remaining Hurricane Harvey Account funds, and revises provisions relating to the use of the FIF. The Flood Plan Implementation subaccount of the TIRF is eliminated and any remaining balance will be transferred to the FIF on September 31, 2031.

After the adoption of the first State Flood Plan, the FIF may only be used to provide financing for flood projects included in the Plan or may be awarded to eligible political subdivisions for a single project. The bill also allows for, at, or below market interest rate grants or loans administered by the TWDB for FIF projects serving rural political subdivisions.

Finally, a "rural political subdivision" is defined as a municipality: (1) with a population of 10,000 or less in which no part of the service area is in an urban area with a population of 50,000 or more, or (2) located in a county in which no urban area has a population of more than 50,000.

This Act takes effect September 1, 2023.

[HB 4742 \(Lopez, J.\) - Relating to a study by the Texas Water Development Board of issues faced by communities with artificial drainage systems.](#)

HB 4742 authorizes the Texas Water Development Board to complete a study by January 1, 2025, on issues faced by communities with artificial drainage systems and prepare a written report that contains possible recommendations relating to addressing the identified issues facing those communities.

The bill also defines an artificial drainage system as a system to remove floodwater in a community that lacks topographic relief, slope, and naturally defined floodways.

This Act takes effect September 1, 2023.

[SB 28 \(Perry\) - Relating to financial assistance provided and programs administered by the Texas Water Development Board.](#)

SB 28 amends current law relating to financial assistance provided and programs administered by the Texas Water Development Board.

SB 28 establishes the New Water Supply for Texas Fund and requires the Texas Water Development Board (TWDB) to finance projects through the new fund that will lead to seven million acre-feet of new water supplies by December 31, 2033. The New Water Supply for Texas Fund may be used to provide financial assistance to political subdivisions and wholesale water providers to develop water supply projects that create new water sources for the State. Projects include desalination projects, produced water treatment projects, aquifer storage and recovery projects, and the development of infrastructure to transport water made available by a qualified project.

The bill also establishes the Texas Water Fund and requires the TWDB to use the Texas Water Fund to transfer money to various water funds administered by TWDB, including the New Water Supply for Texas Fund.

The bill requires the TWDB to ensure that a portion of the money transferred from the fund is used for:

- 1) water infrastructure projects, prioritized by risk or need, for rural political subdivisions and cities with a population of less than 150,000;
- 2) projects for which all required state or federal permitting has been substantially completed;
- 3) the statewide water public awareness program;
- 4) water conservation strategies; and
- 5) water loss mitigation projects.

Finally, the bill creates the Statewide Water Public Awareness Account to develop, administer, and implement the Statewide Water Public Awareness Program.

The Texas Water Development Board must adopt rules no later than January 1, 2024.

This Act takes effect September 1, 2023. The Section of the Act creating the Texas Water Fund takes effect January 1, 2024, but only if approved at the November 7, 2023 election.

[SJR 75 \(Perry\) - Proposing a constitutional amendment creating the Texas Water Fund to assist in financing water projects in this state.](#)

SJR 75 amends the Texas Constitution to establish the Texas Water Fund (TWF) to be administered by the Texas Water Development Board (TWDB).

The Texas Water Fund will be a special fund in the state treasury outside the General Revenue Fund and can only be used to transfer money to other funds or accounts administered by TWDB, including the Water Assistance Fund, the New Water Supply for Texas Fund, the Rural Water Assistance Fund, or the Statewide Water Public Awareness Account. At least twenty-five percent of the money initially appropriated to the TWF would be required to be transferred to the New Water Supply for Texas Fund.

The proposed constitutional amendment will be submitted to voters at an election to be held November 7, 2023. The ballot will read, "The constitutional amendment creating the Texas Water Fund to assist in financing water projects in this State."

Effective, if approved, at the November 7, 2023 election.

TxDOT – MPO Communication

Legislative Session

Debate on 20% Category
12 in UTP

(Fair Share Allocation and
10% Legislative Intent)

TxDOT Staff Meeting

Draft UTP is over in
Category 12 Projects

(Draft Category 12
Commitments Presented
and Category 2/12
Projects Switched)

RTC Approved on July 13,
2023

Additional Letter
Contained in Item 5

No TxDOT Staff Meeting

Two Critical Projects
Reduced in Collin County

(Proposed Approval of
Original Category 12
Commitments, Critical Risk
to New Freeways)

Action Item 5





North Central Texas Council of Governments

July 21, 2023

Ms. Marlene H. Dortch
Secretary
Federal Communications Commission
45 L Street NE
Washington, D.C. 20554

Re: NCTCOG Request for Waiver, ET Docket No. 19-138

Dear Secretary Dortch:

In response to the Public Notice, DA 21-962, released August 6, 2021, the North Central Texas Council of Governments (NCTCOG) submitted a waiver request to permit the deployment and operation of “Cellular Vehicle-to-Everything” (C-V2X) safety technology for on-board units (OBUs) and roadside units (RSUs) in the sixteen-county region served by NCTCOG in and around the Dallas-Fort Worth metroplex. Specifically, NCTCOG requested a waiver of 47 C.F.R. § 2.106, NG160 to allow the use of the 5.905 – 5.925 GHz band for C-V2X safety systems operating in the Intelligent Transportation System radio service.

In the waiver request, NCTCOG listed a series of projects located within our region, and for which NCTCOG provides funding and technical assistance, that anticipate the usage of C-V2X technology to increase safety and improve roadway operations. The enumeration of these projects demonstrated that it is in the public interest for the use of these systems, and therefore has sufficient grounds for approval in accordance with Section 1.925(b)(3)(i).

NCTCOG is pleased to see that the Federal Communications Commission recently granted the waiver request filed by some public and private transportation stakeholders, the C-V2X Joint Waiver Parties, thereby allowing some to move forward with C-V2X technology deployments.

This letter is to confirm that NCTCOG would accept the same conditions under which the waiver granted to the C-V2X Joint Waiver Parties were the request submitted by NCTCOG to also be granted.

NCTCOG is appreciative of the Commission’s continued interest in the implementation of C-V2X technology to enhance safety on our Nation’s road networks, and requests that the Commission expeditiously grant our pending waiver request. NCTCOG supports the expedient adoption of final rules that will provide regulatory certainty needed for broad C-V2X deployment.

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300
www.nctcog.org**

Ms. Marlene H. Dortch
Page Two

July 21, 2023

If you need additional information to process this request, please contact me by email at mmorris@nctcog.org, or by phone at (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

Michael Morris, P.E.
Director of Transportation

CM:bw

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation

MULTIPOLLUTANT AIR QUALITY IMPROVEMENT STRATEGIES WORKSHOPS

Need:

Climate Pollution Reduction Grants Program – Federal
Fine Particulate Matter (PM_{2.5}) Standard – Federal
Local Air Quality Initiatives – State

Sectors:

Energy

Water, Wastewater, Solid Waste

→ Transportation

When/Where: Transportation Strategies Hybrid Meeting
August 14, 2023, at 2:30pm

To register for this event: www.nctcog.org/aqfunding

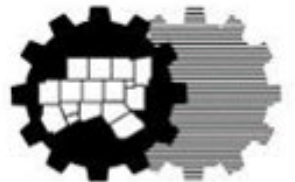




High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting

August 10, 2023

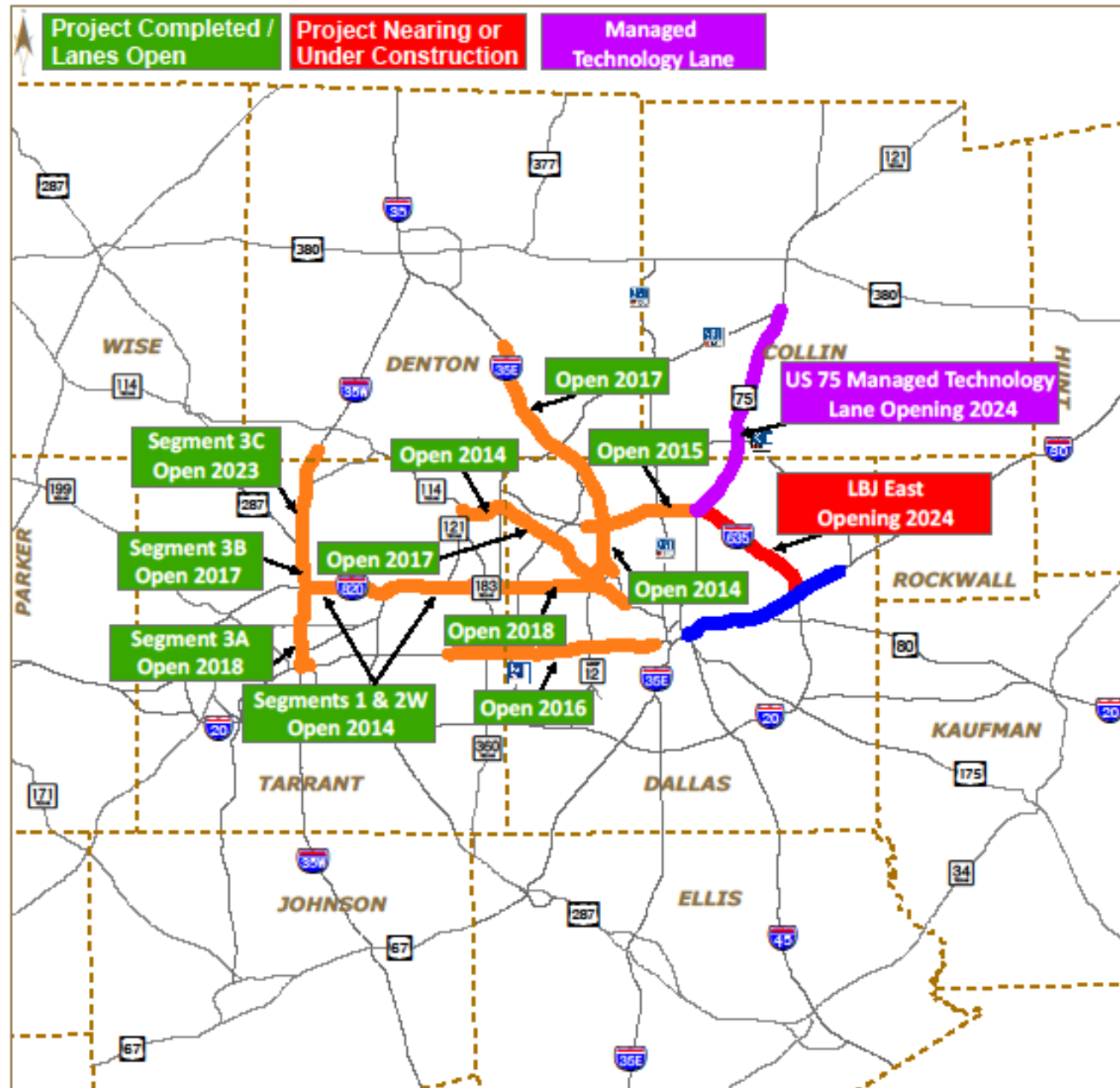
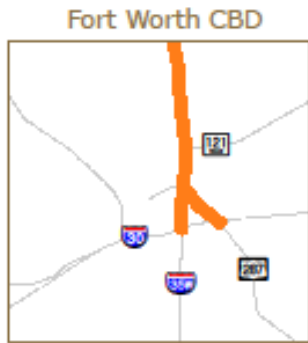


North Central Texas
Council of Governments

Managed Lane System

Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2023

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

\$ 8,531,778 as of May 2023

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

\$ 12,407 from October 2014 – May 2023

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2023

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$4,775,726	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,756,052	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through June 30, 2023



HOV Users

January 24, 2020 – June 30, 2023

Users: 62,304

Vehicles: 61,063

Occupant Passes: 11,062



Total and HOV Transactions

January 24, 2020 – June 30, 2023

Total Transactions – 3,939,122

LBJ/NTE Partners – 2,620,941

TxDOT – 1,318,181

Total HOV Transactions – 1,788,024 (~45%)

LBJ/NTE Partners – 1,222,678

TxDOT – 565,346

Unique Vehicles – 54,016



Questions/Contacts

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Dan Lamers

Senior Program Manager

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Amanda Wilson

Program Manager

awilson@nctcog.org

817-695-9284

Berrien Barks

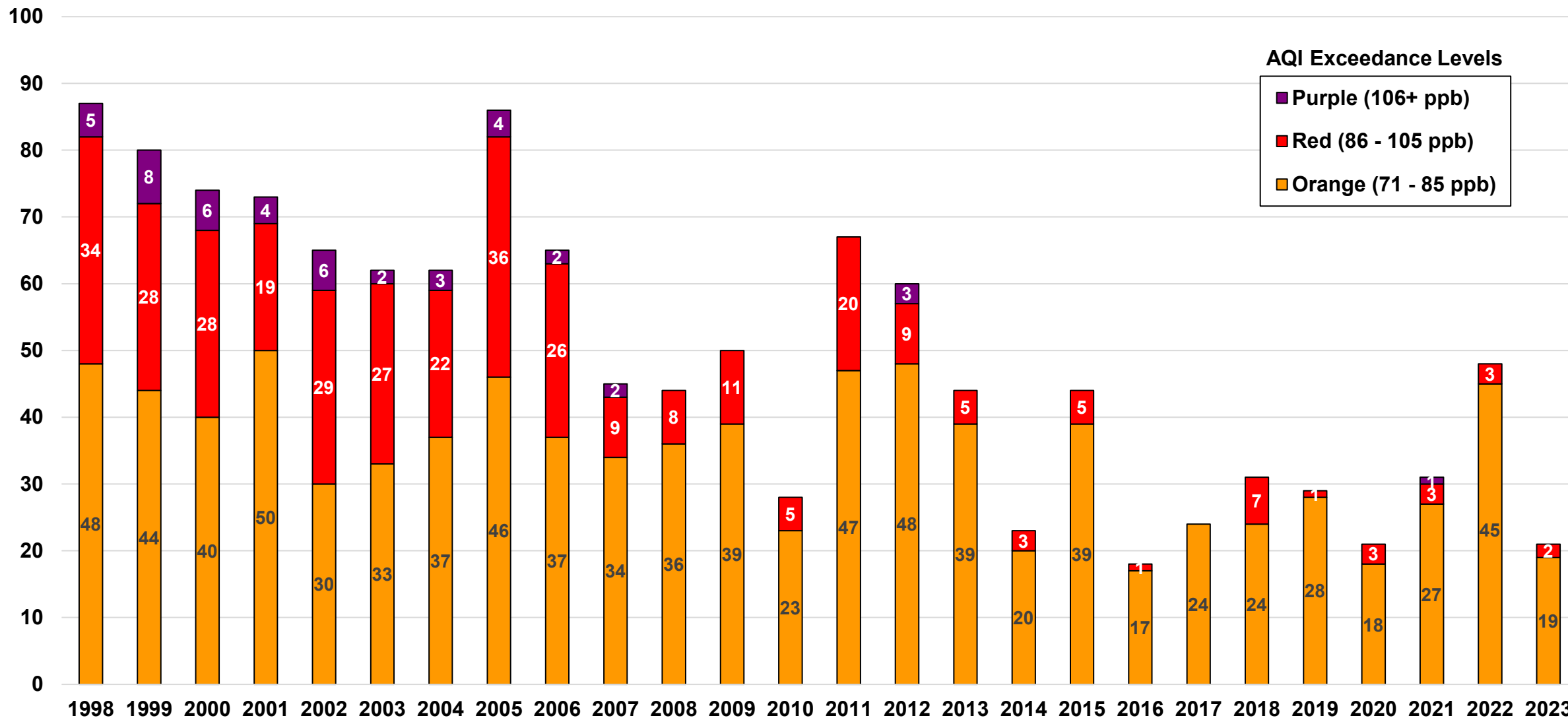
Program Manager

bbarks@nctcog.org

817-695-9282

8-HOUR OZONE NAAQS HISTORICAL TRENDS

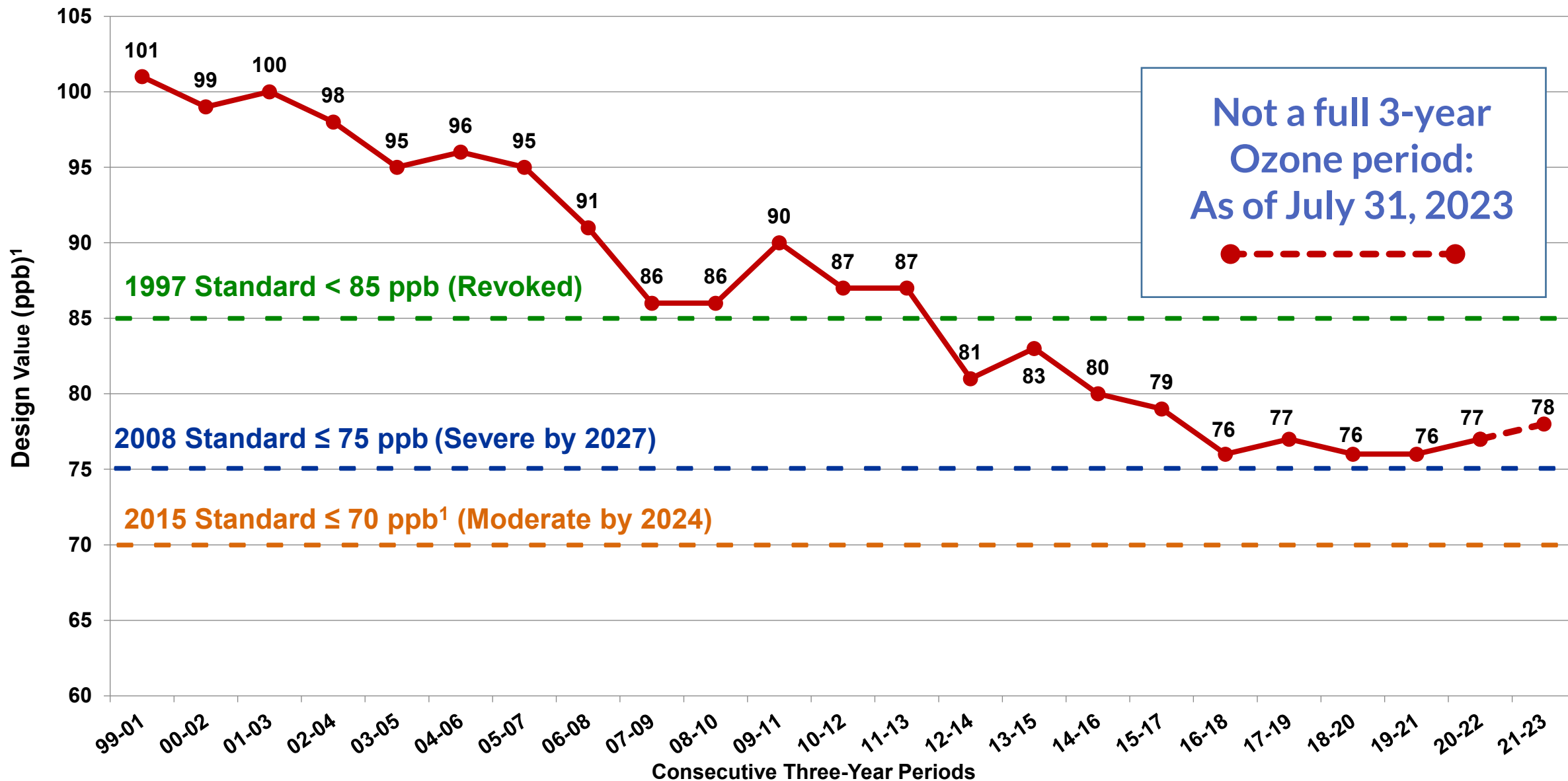
Based on ≤ 70 ppb (As of July 31, 2023)



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
ppb = parts per billion

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).

FOR MORE INFORMATION

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

MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE PUBLIC INPUT OPPORTUNITY****Regional 10-Year Plan Update****Local Clean Air Projects Showcase and Funding Opportunities****DFW Discovery Trail Update****Community Gardens Program Guide****Online Public Input Opportunity Dates**

Monday, July 10 - Tuesday, August 8, 2023 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogJuly23 for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. Regional 10-Year Plan Update
2. Local Clean Air Projects Showcase and Funding Opportunities
3. DFW Discovery Trail Update
4. Community Gardens Program Guide

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogJuly23@publicinput.com, online at www.publicinput.com/nctcogJuly23, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

Regional 10-Year Plan Update presentation: <https://www.nctcog.org/getmedia/a06c734f-bf0a-4b92-9a03-4d5d44e534b8/Regional-10-Year-Plan-Update.pdf>

2023 Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

2023 Draft Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was first

approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

While reviewing projects for the 10-Year Plan, staff focused on the following principles:

- Projects should be included in the Metropolitan Transportation Plan
- Focus on the "system" versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2024 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Currently, there is too much Category 12 funding slotted Statewide in the first few years of the UTP. A proposed resolution, requested from TxDOT Headquarters, is to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following:

- Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project:
 - SH 199 in Tarrant County - \$70M
 - SH 360 at Randol Mill in Tarrant County - \$70M
 - US 380 in Collin County - \$100M
 - Spur 399 in Collin County - \$150M
- Category 12 funds would replace the Category 2 funds removed from those projects.

The RTC will take action on the 10-Year Plan update on August 10, 2023, and the TTC will take action on the 2024 UTP in August 2023.

Local Clean Air Projects Showcase and Funding Opportunities presentation:

<https://www.nctcog.org/getmedia/fa956a72-faa7-45df-b6e4-0dfa8c65b03f/Local-Clean-Air-Project-Spotlight-July-2023-Public-Meeting.pdf>

NCTCOG has developed several Calls for Projects, including Clean Fleet North Texas (CFNT) and the North Texas Emissions Reduction (NTER) project. These funding opportunities assist businesses and organizations in purchasing cleaner light-duty and heavy-duty vehicles. For more information and a detailed overview of available funding opportunities, visit www.nctcog.org/aqfunding.

DFW Discovery Trail Update presentation: <https://www.nctcog.org/getmedia/fd3593df-5eee-4acf-96ba-c5901d83128d/DFW-Discovery-Trail-Update.pdf>

The DFW Discovery Trail is a 66-mile paved bicycle and pedestrian trail that runs through the Cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for the trail's marketing and operations as well as provide recommendations for supporting infrastructure.

NCTCOG staff has completed the trail's branding and wayfinding project goals, which included:

- Creating a unified branding and signage package with cobranding of local trails
- Recommendations for infrastructure to hold major regional and national events
- Integrating regional 911 signage system and lighting recommendations
- Electronic message boards and real-time display trail counters recommendations
- Building consensus for ongoing marketing and operations

For more information about the DFW Discovery Trail and to review the final report, visit www.nctcog.org/dfwdiscoverytrail.

Community Gardens Program Guide presentation:

<https://www.nctcog.org/getmedia/997fd13f-4d93-463a-8715-989b112d3735/Community-Gardens-Program-Guides.pdf>

The Community Gardens Program Guide provides solutions for addressing issues related to food deserts and food access. It also offers a framework for creating publicly led community garden programs, encourages potential garden site locations on public land near transportation infrastructure and acts as a resource for conversations between local governments and community stakeholders.

The guide promotes the creation of plot gardens throughout the region to improve quality of life and site criteria includes the following:

- Site must be publicly owned property (city, county, transit agency, non-profit organization, school district, etc.)
- Site must be located within 0.5 miles of a transit station and biking/walking facilities
- Site must have less than 10 percent slope

To review the Community Gardens Program Guide and the research, recommendations and challenges identified, visit www.nctcog.org/greeninfrastructure.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA, PHONE AND MAIL**

Website

Ryan Becker, Citizen

What is being done to eliminate (or repair) vehicles on the road that have been illegally modified to remove their cat converters, consequently spewing out toxic emissions 100x what a compliant vehicle does? I have personally submitted multiple reports via the "Report a Smoking Vehicle" program, but it is unclear as to whether the violator is required to take any action whatsoever.

While it is impossible to reach anyone on the phone to inquire on this program, I have emailed jbrown@nctcog.org, amoffa@nctcog.org, cklaus@nctcog.org and have never received a response. North Texas has more people than ever, and the residents would like to be able to breathe clean air.

Response by NCTCOG Transportation Department:

Thank you for reaching out to us with your concerns about illegally modified vehicles on our roadways. We take this very seriously and appreciate any and all feedback from the public regarding such items.

The Regional Smoking Vehicle Program (RSVP) is designed to educate and inform drivers about vehicles that emit visible smoke from their tailpipes and encourage drivers to have these vehicles diagnosed and repaired, if needed. As you point out, this is an air quality issue with potentially detrimental consequences to health. When a smoking vehicle report is received through RSVP, a letter is mailed to the registered vehicle owner to make them aware that their vehicle was seen smoking and inform them of the importance of getting it repaired.

The North Central Texas Council of Governments administers RSVP but does not have the authority to enforce and cite motorists that have been reported through the program. Through past collaborative efforts and conversations with local law enforcement agencies, we have emphasized that a smoking vehicle can be a citable offense under the Texas Transportation Code.

In addition, vehicle emissions control tampering can be reported to the Environmental Protection Agency (EPA) at tampering@epa.gov. More information about tampering enforcement by the EPA can be found at <https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices>.

Please continue to report smoking vehicles through the RSVP website or by phone (817-704-2522) so we can further educate the public about the impact to our air quality. Every report matters and goes towards improving the air in our region.

Scott, Citizen

We must invest more in other forms of transportation. Transit and rail are so crucial. What are we doing to invest in these modes?

Response by NCTCOG Transportation Department:

The Metropolitan Transportation Plan for North Central Texas contains recommendations for nearly \$45 billion worth of public transportation improvements, including rail and bus. Additionally, NCTCOG staff continuously works with our region's three transit authorities, DART, Trinity Metro and DCTA, to coordinate on the existing transit system and plan for additional transit options, including on-demand services. However, there are significant challenges that must be overcome to fully realize the transit vision in Mobility 2045, including funding and the fact that less than half of the region is within the jurisdiction of one of the region's transit authorities.

Paul McManus, Citizen

As the Dallas-Fort Worth area continues to grow rapidly, it's absolutely critical that the NCTCOG Transportation Department continues to work with Regional Transportation Council (RTC) members, local government entities, as well as DART, Trinity Metro and DCTA to get transit agency non-member cities to begin receiving transit services and also promote/market these agencies' current transit services to help reduce car traffic, road congestion and air pollution!

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Phyllis Silver NCTCOG July Public Input Opportunity (Online)
2024 Unified Transportation Program + Regional 10-yr plan Update

Comment:

This plan update appears to deal with highways and I am not generally familiar with highways, so I am unable to comment.

This may be out of the scope of the project, but what I would like to see in the planning stages is good pedestrian access to places that have public transportation, such as hospitals. For example, Texas Health Resources Presbyterian Dallas has the DART light rail and buses but no safe way to access ^{their} unlocked hospital buildings. After you disembark from the train or bus, there are no safe walking paths. Shopping malls such as Willow Bend has a bus route stopping in front of a few entrances (buses running on the street, not within the mall proper). It is not safe to compete with the cars entering the mall parking lots to actually get to the mall. Back in the day, buses traveled on perimeter roads inside the mall - Valley View Mall in Dallas and Culin Creek Mall in Plano. I don't think it's necessary for the bus to go into the mall. There needs to be a safe pedestrian pathway to access the buildings, though.

Local Clean Air Projects Showcase + Funding Opportunities

Comment/Question

Page 2 - Denton ISD.
Why were propane school buses approved? In addition to not being optimal for NOx emissions reduction, I would think that propane would have safety concerns in case the school bus got into an accident.

DFW Discovery Trail Update

Question:

page 9 - what is the difference between jurisdictional + local? The logos are different, but the city names are the same. When would the local logo be used + when would the jurisdictional logo be used - under what circumstances?

(Continued on reverse side)

DFW Discovery Trail Update (Continued)

Comment

Page 10 - I like the idea of having way finding signage on the trail

Question/Comment

Page 11 - Lighting recommendations.

I would be interested to know what "natural state of the trail does not require full lighting" I would imagine when it's dark outside, lighting would be needed in all areas.

Comments

Page 12 -

I like the idea of benches and trees. I am unable to read some of the small print of the white letters on the top photo on this page. I am unable to determine from this small print whether the recommendation to number the light poles appears in that top photo. In New York's Central Park and in the parks in Addison, Texas, this is done. It's useful if someone has an emergency (small or large) and also for reporting street light malfunctions + outages. I recommend that this practice be adopted in this trail.

Phyllis Silver

NCTCOG July Public Input Opportunity (online)

Community Gardens Program Guide

Comments:

I am in favor of the Community gardens and the fact that healthy, freshly grown food will be available to the underserved community.

I am concerned about how people who do not own cars will access the food. I am not sure how many (or what percentage) of people who do not own cars own their own wagons or carts to carry the food. Even with a cart it will be a challenge for the elderly and disabled to carry the food home.

During the height of the pandemic, when there were food drives, I would see on the news people lined up in their cars. Volunteers would place boxes of food in the trunks of their car. While watching this on television, I often wondered how people without cars and who were underserved obtained their food during the food drives.

I recommend provision be made to be sure that people without cars have access to the food grown in the public gardens.

Walk to School Day Promotion 2023

Comment:

I am continuing to promote this initiative in Addison, where I live.

Phyllis Silver
7/26/2023



Phyllis Silver

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This report is a compilation of general public comments submitted by members of the public from Tuesday, Jun. 20 through Wednesday, Jul. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to transit were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department’s online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 59 new comments related to roadways, transit and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Aviation

Twitter –

- ▶ Next up: 🗣️ Full Crew with Ernest Huffman of @NCTCOGtrans and Anthony Vittone of @godroneup 📺 [https://youtube.com/live/ AcUdHiycBA](https://youtube.com/live/AcUdHiycBA)
#drones #uas #aam #uas #technews



Bicycle/Pedestrian/Sustainable Development

Twitter –

1. I just filled out this Deep Ellum Parking District Study Survey. @DEF_Texas @NCTCOGtrans <https://publicinput.com/deparkingstudy> — Jennifer Grantham (@jen_grantham)

Facebook –

1. Have experience with parking in Deep Ellum? Take this short survey to share your travel and parking feedback: www.NCTCOG.org/DEParkingStudy — NCTCOG Transportation Department



Plus, riding DART's Green Line light rail to Deep Ellum Station or bus routes 1, 214, or 249 make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

Instagram –

1. Have experience with parking in Deep Ellum? Take this short survey to share your travel and parking feedback. See the link in our bio (Deep Ellum Parking Study). #DeepEllum #DFW #survey #dallas #parking — nctcogtrans



Plus, riding DART's Green Line light rail to Deep Ellum Station or bus routes 1, 214, or 249 all make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — paul.mcmanus.10

Freight

Facebook –

1. Trucks Can't Stop on a Dime. Big Rigs Need More Time. Allow for more time and space for truck to come to a halt. — NCTCOG Transportation Department



I mean what is drunk? — Jason Renshow

2. Train Tracks: Not for Walking — NCTCOG Transportation Department



A sidewalk on a major street is far more dangerous. — Ronald Harder

You've apparently never sat in a siding for 2 hours waiting on Amtrak. — Michael Smith

Correct! They are for smashing pennies! Jk. I know better. 😊 — Chad Hickey

But it's fun! — Kathy Montoya

So true ❤️ — Gayle Turner Bowen

How am I supposed to TRACK my steps then? Get it? TRACK my steps Like a train track. I'm sorry I'm going to bed now. — Jeff Spivey

3. Trains Have the Right of way 100% of the Time. Do not try to beat the gate. — NCTCOG Transportation Department



I think the general rule is that you should yield right of way to anything larger than you — Ian Parberry

Roadways

Facebook –

1. 📍 The North Tarrant Express 35W #AllianceConnector completes the connection between central #FortWorth and Alliance Texas in North Tarrant and Denton Counties, improving the infrastructure along the interstate to facilitate safer, faster, and more reliable movement of people, goods, and services.

Missed out on opening day? Check out the recap 📌
<https://www.youtube.com/watch?v=fUfK1q6jQFk>

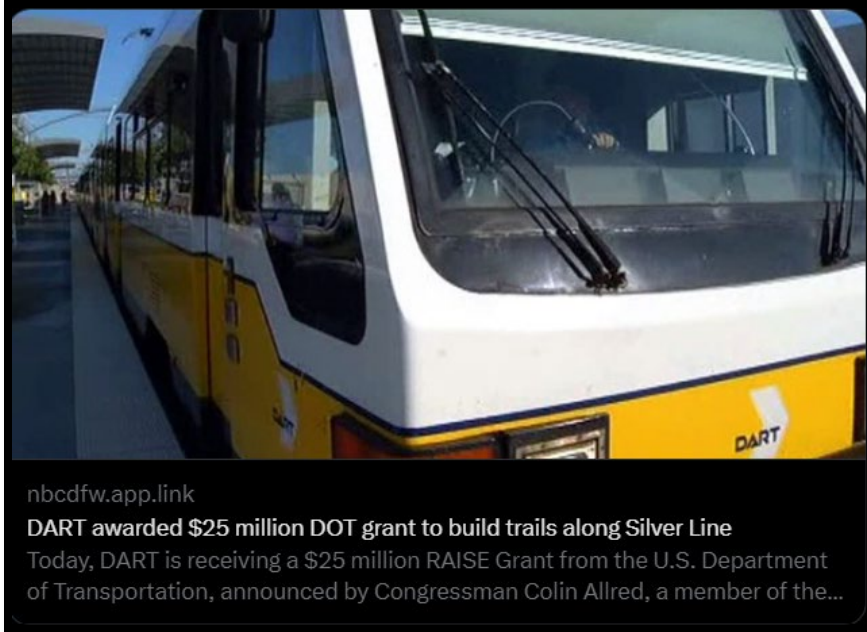
Texas Department of Transportation NCTCOG Transportation Department Cintra Ferrovial Hillwood Development North Texas Commission

#KeepTexasMoving — TEXpress Lanes

Transit

Twitter –

1. Thank you to the all the nearby HOAs, @NDCC & @NCTCOGtrans for writing letters of support to accompany this application to build the Cotton Belt trail from #D12 Meandering Way to Plano. — Cara Mendelsohn (@caraathome)



That's great news! Is there a planned timeline for when the D12 section of that trail will open? — David Gouldin (@dgouldin@mastodon.social) (@dgouldin)

No, DART said at last week's community meeting they are at 60% design. — Cara Mendelsohn (@caraathome)

2. "Fort Worth, Texas, is already America's fastest-growing major city. Now, it is becoming a new commercial real estate boomtown." — Mayor Mattie Parker (@MayorMattie)

That is great! We need more public transit. — Ale Checka (@plainy)

Agreed! @TrinityMetro leadership is partnered with @CityofFortWorth and @NCTCOGtrans we focus on big projects including:
-Expand @TEXRAIL1 to the Medical District
-Revamp of our bus stops across the city
-Revitalizing corridors like East Lancaster with public transit options — Mayor Mattie Parker (@MayorMattie)

Good! Love the new bike paths in Riverside (wish it connected to Race street). Would love to see some improved bus routes/public transit connected us in Riverside to the rest of the city. Lots of exciting stuff going on in FTW — Ale Checka (@plainy)

In cities where riding the bus isn't synonymous with poor, there's a wider (class of) ridership, greater equity for riders and a real value for the buck. — Jody Britt Wasson (he/him/his) (@jodybrittwasson)

3. Do we track ridership projections v actual ridership of DFW transit agencies? Also, I question how ridership is counted. My house to city hall takes 2 buses & 2 trains. Why am I counted as 4 riders? Is that how all agencies count? Should look into this. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Ps- DART confirmed a person would be counted as 4 riders in their ridership count using that example. If DART counts linked rides, they don't share that info. How do other agencies count ridership? — Cara Mendelsohn (@caraathome)

You wouldn't be counted 4 times because you'd buy a single pass, linking all your connecting trips. Also, if u really don't like idea of taking a bus *and* train, you can always park & ride at station of your choice. — Hexel (@hexel_co)

Why so many HOV in all highways I'm sure they did the math already or just a way to spend our tax dollars and wasteful spending with kickbacks. — Joe (@Joe93070859)

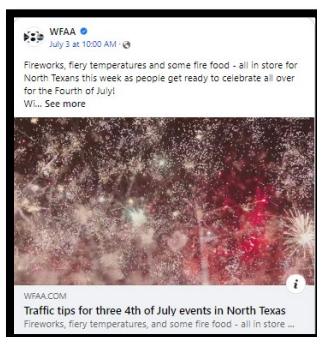
Ridership is tracked using unlinked trips i.e. number of individuals using an individual transit vehicle. Linked trips would be hard to measure (I think?) DART is almost certainly tracking projected vs actual ridership but doesn't publish this comparison. — Nathaniel Barrett (@ncoxbarrett)

What you should look into is how DART's routes don't actually serve the people who use the service. We need to quit funding it like it's an option for people who have cars, and start treating it like the primary mode of transportation it is for so many Dallasites. — Ry ✘ (@ryrysomeguy)

Only bad things will come from the continued underfunding of public transportation in major metros likes DFW. — Ry ✘ (@ryrysomeguy)

Facebook –

1. Here's some traffic info as you plan your Fourth of July activities!



Plus, for everybody reading this post, riding DART's, Trinity Metro's, and/or DCTA's trains, buses, and/or on-demand services wherever possible to these events make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus



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

July 7, 2023

Mr. Marc Williams, P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78711

Dear Mr. Williams:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am requesting that the Texas Department of Transportation proceed with seeking a Request for Change Proposal from Cintra to advance improvements on the North Tarrant Express (NTE) Segment 2E along State Highway 183 (Industrial Boulevard to the President George Bush Turnpike). The RTC previously communicated its support for advancing Segment 2E in multiple correspondence in 2020, and 2021.

The NTE Segment 2E is an important component of a vital infrastructure network within the DFW area. Expanding NTE 2E will increase capacity, provide congestion relief, and enhance the safety aspects of SH 183, which will benefit multiple communities throughout North Texas. It is our understanding that Cintra is ready to provide over \$1 billion to advance the project under the terms of the current Comprehensive Development Agreement for the NTE.

First, it is imperative to advance Segment 2E now that construction is expected to begin in Fall 2023 to add a third managed lane in each direction on IH 820 and SH 183 from IH 35W to Industrial Boulevard. This will cause a lane imbalance as there is only one managed lane in each direction on Segment 2E thereby creating a dangerous bottleneck that could threaten the safety of motorists and the efficient movement of goods through North Texas. Advancing this project will support TxDOT's Road to Zero initiative to eliminate fatalities on Texas roadways.

Second, it is an ideal time to proceed with Segment 2E given the recent completion of NTE Segment 3C (IH 35W from North Tarrant Express to SH 114) improving mobility in the north Fort Worth/Alliance Corridor. Recent remarks from the Governor's Office applauded the successful use of a public-private sector partnership on Segment 3C to 1) get out in front of increasing population, 2) advance the project without the need of taxpayer dollars, and 3) most importantly to the Governor – the commitment to maximize the use of local contractors. The same principles, important to the Governor's Office, also apply to Segment 2E. Do you prefer we contact the Governor's office directly?

Third, Dallas-Fort Worth International Airport (DFWIA) and American Airlines recently announced plans to construct a new Terminal F at approximately \$1.6 billion. Sequencing Segment 2E improvements in conjunction with DFWIA's plans to add a new terminal will be a necessary component of providing ground access to support continued growth at the Airport.

Mr. Marc Williams, P.E.
Page Two

July 7, 2023

Fourth, the RTC recognized the need to quickly move forward with capacity improvements along Segment 2E, and approved a \$3 million financial backstop to permit Cintra to continue with design work on Segment 2E in anticipation of a formal Request for Change Proposal from TxDOT. It is our understanding that work is complete.

For the above reasons, the RTC asks again that TxDOT advance Segment 2E under any available mechanism in the NTE Comprehensive Development Agreement. If you have any questions, feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,



Michael Morris, P.E.

KK:aa

cc: Brian Barth, P.E., Deputy Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director, TxDOT
Cason Clemens, P.E., District Engineer, Dallas District, TxDOT
David Salazar, P.E., District Engineer, Fort Worth District, TxDOT



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 28, 2023

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

Dear Mr. Morris:

Thank you for recent correspondence regarding the advancement of improvements on the North Tarrant Express (NTE) Segment 2E.

We agree on the importance of solutions to address congestion and facilitate mobility along the various components of the NTE system; and are pleased that NTE Segment 3C was recently opened to traffic, as this was a much-needed project.

The Texas Department of Transportation (TxDOT) recently initiated the option for the NTE developer to provide additional toll and non-toll lanes along NTE Segments 1 and 2W in accordance with our development agreement. We realize that these improvements, and the development growth that you noted in your letter, support the need for additional improvements along NTE Segment 2E. TxDOT is actively looking at viable options for the future development of this segment and look forward to working with the Regional Transportation Council and other stakeholders on these efforts going forward.

As always, thank you for your continued partnership to ensure the success of Texas' transportation system.

Sincerely,

Marc D. Williams, P.E.
Executive Director

cc: Brian Barth, P.E., Deputy Executive Director, Program Delivery
Brandy Hendrickson, Deputy Executive Director, Planning and Administration
Lance Simmons, P.E., Chief Engineer
Cason Clemons, P.E., Dallas District Engineer
David Salazar, P.E., Fort Worth District Engineer

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Finding of No Significant Impact for a FHWA Project

Proposed Action: US 380

Project Limits: From Teel Parkway/Championship Drive to Lakewood Drive

City: Prosper

County: Collin and Denton

State: Texas

TxDOT CSJ(s): 0135-11-024, 0135-10-065, 0135-02-068

Director's
Report of
recent
correspondence
Jc

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that US 380 will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated May 2023 and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The US 380 project would include the reconstruction 5.9 miles of US 380 from Teel Parkway/Championship Drive to Lakewood Drive in Denton and Collin Counties, Texas. The roadway passes through the cities of Frisco, Prosper, and McKinney. US 380 is proposed to be a six-lane, access-controlled freeway with one-way two to three lane frontage roads on each side within an anticipated right-of-way (ROW) width of between 245 to 522 feet, depending on location. The freeway facility would also include ramps, direct connectors, frontage roads, and arterial roadway extensions to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major cross streets, including Dallas North Tollway (DNT) (multi-level interchange) and SH 289/Preston Road, and a shared-use path would be included along the south side of the roadway between Teel Parkway and Coit Road and on both sides of the roadway between Coit Road and Lakewood Drive. Along DNT, the limits would extend 1.0 mile to the north and 1.2 miles to the south to transition the direct connector roadways. Along Preston Road, the limits would extend 400 feet to the north and 800 feet to the south. The Build Alternative would require the acquisition of approximately 152 acres of new ROW and 0.4 acres of permanent easements.

A Notice of Availability of the draft EA was issued on Sunday, February 5, 2023.

A public hearing for this project was held on February 23, 2023.

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input



Finding of No Significant Impact for a FHWA Project

from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the US 380 project from Teel Parkway/Championship Drive to Lakewood Drive.

TxDOT will ensure adherence and completion of all project commitments described in the May 2023 final EA, Section 8. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

Mitigation required by the following environmental laws will be implemented for this project: Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, or any other environmental law that requires compensatory mitigation.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

DocuSigned by:
Douglas Booher
FF2EB9A2A91845A...

7/25/2023

TxDOT Environmental Affairs Division Director

Date



FONSI Notice of Availability

Notice

Finding of No Significant Impact Available for Public Review

US 380

From Teel Parkway/Championship Drive to Lakewood Drive

CSJs: 0135-11-024, 0135-10-065, 0135-02-068

Collin and Denton Counties, Texas

This notice advises the public that the Texas Department of Transportation (TxDOT) has issued a finding of no significant impact (FONSI) for the proposed US 380 project, and that the FONSI is available for public review. The proposed project would include the reconstruction of 5.9 miles of US 380 from Teel Parkway/Championship Drive to Lakewood Drive in Collin and Denton Counties, Texas.

The FONSI and approved final environmental assessment (EA) are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office at 4777 East Highway 80, Mesquite, Texas 75150, (214) 320-4469. They are also available online at <https://www.keepitmovingdallas.com/US380ProsperFriscoWidening>.

For further information or to request a copy of the FONSI and/or approved final EA, please contact TxDOT Project Manager, Stephen Endres, P.E., by phone at (214) 320-4469, or by email at Stephen.Endres@TxDOT.gov.

The FONSI and EA are written in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to review the FONSI or EA, please contact the Dallas District Public Information Office at (214) 320-4480 no later than 4 p.m. CT, at least three business days before the date on which you would like to review the FONSI or EA. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



FONSI Notice of Availability

Aviso

Conclusión de que no hay impacto significativo Disponible para revisión pública

US 380

Desde Teel Parkway/Championship Drive hasta Lakewood Drive

CSJs: 0135-11-024, 0135-10-065, 0135-02-068

Condados de Collin y Denton, Texas

Este aviso informa al público que el Departamento de Transporte de Texas (TxDOT) ha emitido un hallazgo de no impacto significativo (FONSI) para el proyecto propuesto US 380, y que el FONSI está disponible para revisión pública. El proyecto propuesto incluiría la reconstrucción de 5.9 millas de US 380 desde Teel Parkway / Championship Drive hasta Lakewood Drive en los condados de Collin y Denton, Texas.

El FONSI y la evaluación ambiental final aprobada (EA) están archivados y disponibles para su inspección de lunes a viernes entre las 8 a.m. y las 5 p.m. en la Oficina del Distrito de Dallas de TxDOT en 4777 East Highway 80, Mesquite, Texas 75150, (214) 320-4469. También están disponibles en línea en <https://www.keepitmovingdallas.com/US380ProsperFriscoWidening>.

Para obtener más información o para solicitar una copia del FONSI y/o el EA final aprobado, comuníquese con el Gerente de Proyecto de TxDOT, Stephen Endres, P.E., por teléfono al (214) 320-4469, o por correo electrónico a Stephen.Endres@TxDOT.gov.

El FONSI y EA están escritos en inglés. Si necesita un intérprete o traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse eficazmente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para revisar el FONSI o EA, comuníquese con la Oficina de Información Pública del Distrito de Dallas al (214) 320-4480 a más tardar a las 4 p.m. CT, al menos tres días hábiles antes de la fecha en que desea revisar el FONSI o EA. Tenga en cuenta que se requiere notificación anticipada ya que algunos servicios y adaptaciones pueden requerir tiempo para que TxDOT los organice.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, y ejecutado por FHWA y TxDOT.

FORT WORTH REPORT

ATTENTION, KAYAKERS: NORTH TEXAS LEADERS ARE MAPPING FUTURE OF TRINITY RIVER PADDLING TRAIL

By Haley Samsel

Before he became a co-founder of a nonprofit group dedicated to the Trinity River, Steve Smith wasn't aware that the river flowed through nine North Texas cities, or that canoe and kayak launch sites stretched across 130 miles of riverbank.

"There's a magical river with a bike trail up on the bank that is just spectacular recreation (and) because it goes through various cities, it wasn't being promoted," Smith, board chair of the [Trinity Coalition](#), said.

With the encouragement of the North Central Texas Council of Governments, Smith and other Trinity Coalition leaders decided to integrate all 21 existing canoe and kayak launches, plus three planned sites, into a single [paddling trail](#).

Their efforts were rewarded in October 2020, when the [Upper Trinity River Corridor](#) became one of 33 U.S. rivers — and the only in Texas — to be designated as a [National Water Trail](#) by the National Park Service. Beyond supporting tourism to the river, the designation helps build community behind ecosystem restoration and water health, according to the park service.

Find a kayak or canoe launch

Get a closer look at the Trinity Coalition's map of the paddling trail and other resources [here](#).

More than two years later, the project's supporters, including the Trinity Coalition, council of governments and representatives of cities like Fort Worth, are eager to cement the paddling trail's future. A [task force](#) first formed in 2021 is now developing a master plan to determine the trail's future funding needs and expansion plans.

There's a sense of urgency behind the process, which kicked off June 29 and is slated for completion by fall 2024. While the council of governments has given the task force \$150,000 for coordinating activities on the trail, that funding is temporary, said Daniel Snyder, a senior transportation planner with the council.

"We're basically able to help the task force get on their feet and try to walk on their own," Snyder said. "The master plan is going to be able to identify a lot of strategies and steps to sustain those efforts over the long term."

To keep its national recognition, the Trinity Coalition must meet maintenance requirements at launch sites and reduce the number of miles between each launch. Since the coalition doesn't own the land, it must work with government partners to ensure the launches are accessible and functional.

That was the reasoning behind forming the task force two years ago, Smith said. Representatives meet quarterly to discuss trail usage, opportunities for expansion, upcoming events and areas where paddlers are reporting maintenance issues.

[Trinity River Paddling Trail MapDownload](#)

Now the Trinity Coalition must determine a financial path forward to support the paddling trail. Their first step to expand beyond donations is winning a contract to rent kayaks, stand-up paddle boards and [canoes at Panther Island Pavilion](#).

Starting in May, under the name [TC Paddlesports](#), the Trinity Coalition took over a location previously operated by outdoor retailer Backwoods. The facility at 480 North Taylor St. offers classes and rentals six days per week, weather permitting.

Smith expects revenues to be higher than expenses, allowing the coalition to fill the gap left by the council of governments withdrawing financial support after 2024.

“One of the purposes is, of course, to see if we can make some money to support the paddling trail, but the other purpose is really to increase awareness of the paddling trail,” in Fort Worth, he said.

The master plan will increase signage near canoe and kayak launches and provide more expansive maps including points of interest and nature trails along the paddling trail, said Jai-W Hayes-Jackson, who is coordinating the master plan for the council of governments. Representatives are looking to previous trail master plans for ideas, he said.

The coalition is also exploring additional grant funding, including support from a Texas Parks and Wildlife program to help cities buy land for easements near the river.

Tarrant County is already home to 11 launches on the trail, and is slated to include new launches at Riverside Park in Fort Worth and Viridian in Arlington, according to a June task force presentation. Smith wants to see the paddling trail maintained and expanded to meet the needs of a booming population of tourists and residents eager to explore the outdoors.

“If we stand out, we not only enhance the usage of it for people who live here, but people will fly into DFW or drive their kayaks down,” Smith said. “People here take their kayaks all the way up to the Great Lakes and kayak around there. So why not do it here?”

NORTH TEXAS LEADERS, ORGANIZATIONS CALL FOR IMPROVEMENTS TO HWY. 183

By Kaitlynn Hutchins

Leaders across North Texas are calling for improvements to a section of Hwy. 183, which runs along the south end of Dallas Fort Worth International Airport.

This stretch of road is known to be one of the busiest in Texas, ranking on the top 100 list of [Texas' most congested roadways list](#) compiled by Texas A&M Transportation Institute in 2022.

According to a press release, the [North Texas Commission](#), other business organizations, chambers of commerce, elected officials, community leaders, transportation planners and the DFW Airport are asking for needed capacity improvements to the highway following the recent announcement of the [airport's expansion](#). Leaders say these improvements could come at no cost to taxpayers, instead being funded through area tollway revenue.

The North Texas Commission proposes that the improvements to the highway would be paid by the North Tarrant Express Mobility Partners. NTE built and maintains the Texpress lanes on I-35 and I-820.

“We know full well the far-reaching benefits of the innovative North Tarrant Express to the region’s economy and drivers alike,” said Chris Wallace, president and CEO of the North Texas Commission, in a news release. “Let’s continue to leverage the public-private partnership that brought us the NTE by improving this segment of SH 183 at no construction cost to Texas taxpayers, and faster than is possible with traditional funding. Thanks to this public-private partnership, none of the NTE enhancements will cost local or state taxpayers any funds.”

Support for improving Hwy. 183 comes from a number of mayors and organizations across the region, according to the news release.

Supporting mayors

Mayors throughout the metro area added their name to the list to show support for the improvements.

- Michael Boyter, city of Bedford
- Bob Dubey, city of Richardson
- Clyde C. Hairston, city of Lancaster
- Jim Jarratt, city of Granbury
- Linda Martin, city of Euless
- Wes Mays, city of Coppell

- Jim Ross, city of Arlington
- Rick Stopfer, city of Irving
- Jeannette Tiffany, town of Trophy Club
- Oscar Trevino, city of North Richland Hills
- Henry Wilson, city of Hurst

Supporting organizations

Along with the mayors, a number of chamber of commerces and organization have also backed idea to have the toll owner to pay for road work.

- Allen Fairview Chamber of Commerce
- Dallas Fort Worth International Airport
- Fort Worth Chamber of Commerce
- Frisco Chamber of Commerce
- Garland Chamber of Commerce
- Grapevine Chamber of Commerce
- Greater Arlington Chamber of Commerce
- Greater Irving-Las Colinas Chamber of Commerce
- Hurst-Euless-Bedford Chamber of Commerce
- Invest Texas Council
- Irving Hispanic Chamber of Commerce
- North Dallas Chamber of Commerce
- North Texas Commission
- Richardson Chamber of Commerce
- Rowlett Chamber of Commerce
- Texas Association of Businesses

Here's when Dallas-Fort Worth will surpass NYC and Los Angeles as most populous U.S. metro

BY MEGAN CARDONA JULY 04, 2023 6:00 AM

Texas metro areas could surpass cities like New York City or Los Angeles by 2100, a new report estimates. Relocation technology company moveBuddha ranks three Texas metro areas in the top three most populous areas in the United States by 2100.

Using data from the U.S. Census Bureau, moveBuddha calculated the annual compound population growth rates between 2010 and 2020 for metropolitan areas with over 250,000 residents. The company also calculated the 10-year population growth rate to estimate the total metropolitan area populations for 2100. Here are the top 10 most populous cities predicted for 2100 with estimated population numbers based on historical growth trends.

10. Miami: 13.78M
9. Orlando, FL: 14.17M
8. Washington-Arlington, DC, VA: 14.97M
7. Los Angeles: 15.5M
6. Atlanta: 18.37M
5. New York City: 20.81M
4. Phoenix: 22.27M
3. Austin: 22.29M
2. Houston: 31.38M
1. Dallas-Fort Worth: 33.91M

Read more at: <https://www.star-telegram.com/article276973253.html#storylink=cpy>

Proposed transit hub to connect future Butler Place project to rest of Fort Worth's downtown

by [Sandra Sadek](#) July 3, 2023 2:21 pm

Fort Worth officials want to connect downtown to the site of Butler Place using remaining American Rescue Plan Act funds.

An ordinance approved June 27 by City Council allocated \$100,000 from Fort Worth's remaining \$7.6 million [American Rescue Plan Act](#) dollars for developing, planning and designing a new transit hub to connect downtown to the 41-acre site of the former now vacant public housing, [Butler Place](#).

The hub would feature a ride-share waiting area, bike parking, bike sharing and other transit features that would directly connect underground with Central Station's Amtrak, future high-speed rail and the local bus and rail network that leads to the airport and other parts of the city. It would also connect to the [future Texas A&M campus](#) and the [convention center](#) currently [undergoing expansion](#).

A council memo describes the project as part of an "ongoing recovery effort to strengthen the economic health of the city."

Andy Taft, president of [Downtown Fort Worth Inc.](#), said this connectivity is crucial to ensure the successful future [redevelopment of Butler Place](#) amid other downtown projects.

“What’s happening is that all of the partners recognize that the expansion of the convention center and the new hotel, the intermodal terminal that we already have there at Central Station, Texas A&M and Butler, are all coming together in a reasonably short amount of time. We want to make sure that the implications of all of those major projects are taken into consideration,” Taft said.

Council approved \$2.9 million that same day for the Texas A&M University Research and Innovation Hub.

Butler Place first opened in 1940 as one of 52 public works administration projects for low-income housing under former President Franklin D. Roosevelt’s New Deal. Because of the site’s isolation, surrounded by I-30, I-35W and US 287, and an overconcentration of poverty, the site was vacated and residents relocated across the city in an effort to improve living conditions.

Sandra Sadek is a Report for America corps member, covering growth for the Fort Worth Report. You can contact her at sandra.sadek@fortworthreport.org or on Twitter at [@ssadek19](https://twitter.com/ssadek19).

FOR WORTH STAR TELEGRAM

100-YEAR-OLD EYESORE LOOMS OVER FORT WORTH NEIGHBORHOOD. RESIDENTS HAVE HAD ENOUGH

By Abby Church

The silos in Fort Worth's Worth Heights have been there for just as long as anyone in the neighborhood can remember.

The structure at 3700 Alice St. is flanked on one side by grass and weeds and trees that have grown tall and thick like a forest. The concrete silos are cracked from time's passage. Look close and you'll see pieces of clothing, trash and shopping carts on the property.

Neighbors don't know much about the structure, but they make one thing clear: The silos are an "eyesore," and they don't want them there anymore.

City officials and residents have gone back and forth about the vacant property for years.

Neighbors think it's the city's job to do something. The city pushes the responsibility to the property owner. Tax records show the property is owned by 3500 Alice Trust. Its trustee, James Gislason, can't be found, city officials said.

The Star-Telegram could not reach Gislason for comment. Phone numbers listed with Gislason's property records do not belong to him.

City officials took a vote in 2016 that would have allowed them to step in to demolish the silos if the owner didn't make fixes or demolish it himself.

Besides the general look of the silos, neighbors say they bring trouble. People come to do drugs or drop off cars, and sometimes those experiencing homelessness camp there.

They're also dangerous. In September 2016, a 17-year-old girl from Haltom City fell to her death after [climbing up on top of the silos](#).

The lack of action leaves neighborhood residents stuck.

HISTORY BEHIND THE SILOS

The silos and grain elevator date to 1924, when Fort Worth was the grain capital of the Southwest, according to an archivist at the Fort Worth Library.

They were owned by the Fort Worth Elevator Co. The structure does not have a historic designation.

The silo's history comes mostly from the memories residents carry.

Longtime residents Joe Guerrero, the neighborhood association president, and Vicki Bargas, the association's vice president, remember children playing on them when they were young.

Neither of them partook in the fun, though — Guerrero said his parents were too strict.

They think the silos may have shut down sometime in the 1980s.

Gonzalez, who has lived in the neighborhood for 50 years, said the area used to be country, and when it was, the silos served a purpose.

“But the city grew, and it’s now no longer functioning,” said Gonzalez, who regularly writes history columns for the Star-Telegram. “It needs to be removed. It’s just an eyesore.”

An inquiry by the Star-Telegram in a Fort Worth history page on Facebook yielded nearly 50 comments.

People remember the smell, likely yeasty grain that to some smelled more like fried chicken, fried pork chops or popcorn.

Anna Ceballos remembers everyone called them the *molinos*, or the mills in Spanish.

Laura Ramon said she used to slide down the nearby hill and flatten pennies on the train tracks that run parallel to the property.

Others on Facebook relayed stories of the trucks coming down Alice Street and West Biddison Street and onto the interstate to unload their grain.

TROUBLE ON THE PROPERTY

In 2016, the property [came before the city’s building standards commission](#), which unanimously deemed the silos “substandard and hazardous.” One member of the commission was absent.

It also unanimously voted to give the owner 30 days to fix or demolish the building or face demolition from the city.

During that meeting, a code compliance officer flashed pictures of graffiti at the base of the silos, which were surrounded by trash and were littered with urine and human waste.

Chirs McAllister, the assistant code compliance director, told the commission at the time that his office had found 78 openings in the structure, including on the floor.

McAllister also said his office had tried to reach the property owner to the point where workers were being hung up on and told the number was wrong.

At that 2016 meeting, a longtime resident told the commission that since the silos’ closure, it had become a “dumping ground.”

“No one is there to take care of that silo, or watch or make sure that nothing unsafe happens on the property,” he told the commission at the time. “I don’t understand why, but I guess that’s the way it’s done.”

The resident said the property had been in bad condition for a number of years and he continuously brought it to the attention of city officials. He had seen kids go in there and he had also run them out of the property. He also said that when he called the police to address issues on the property, they often didn’t want to go in.

“That building needs, if it was ever possible, to come down,” he said. “Because I don’t know what you can do to lock it up.”

The city has placed 94 liens on the property since 2009, according to deed records. The first one, issued in October 2009, was for high grass and weeds. The most recent, issued in March, was for failure to make utility payments.

LACK OF CITY RESPONSE?

Representatives for the city's development services and code compliance offices said it is up to the owner to do something about the silos.

"The City does not own the property that the silos are on, so any future plans would be at the discretion of the property owner," a representative with the code compliance office wrote.

Cody Whittenburg, the city's assistant code compliance director, said the city is limited in what it can do because it can't reach the property owner. He also said the funding to demolish the structure is a barrier.

The estimated cost? \$1.2 million.

But if the city were able to secure the funds needed for demolition and officials continue to be unsuccessful in their search for the property owner, Whittenburg said the code compliance office would like to bring the issue back to the building standards commission for another vote.

"This project is certainly among a list of, as you can imagine, thousands of projects the city must consider as it's developing its next fiscal year budget," Whittenburg said. "So it's very possible that this project will find funding this year or in future years."

Whittenburg said code compliance has continued to monitor the property and has worked closely with the police department and fire department to address issues. The city even brought in its contractors to remove lower ladders and cover up access points, though Whittenburg said people still try to break them down.

What should happen to the silos?

Most come back to one solution for the silos: Tear them down.

Bargas said she would love to see the silos converted into something else, like apartments. Gonzalez is also an advocate for new development, like stores or apartments.

"That's a monstrosity," he said. "It's ugly. I don't know how you can pretty it up. You can't. It needs to be demolished."

Gonzalez thinks there needs to be an environmental study due to concerns about toxic elements on the property.

Jeanette Martinez, the area's new representative on Fort Worth City Council, said she has met with the neighborhood association about the silos and that she was looking into solutions.

She would like to see the silos removed and the land developed, but she knows the cost to demolish the buildings will be expensive.

Despite that, Martinez hopes to be the one to get the ball rolling.

And until that ball gets rolling, the silos will still stand.

The same as they ever were.

DALLAS BRACES FOR IMPACT OF NEW STATE LAW THAT LIMITS HOW CITIES GOVERN THEMSELVES

House Bill 2127 or the Texas Regulatory Consistency Act goes into effect Sept. 1

By Everton Bailey Jr.

Dallas officials are worried about a [new state law expected to heavily restrict what cities and counties can regulate](#). But nearly two months before the law goes into effect Sept. 1, city authorities won't say how they'll respond and it's still unclear how many current Dallas rules will become illegal.

[House Bill 2127](#) or the Texas Regulatory Consistency Act bans local municipalities from adopting or enforcing ordinances and rules that go further than what's already allowed under state law. The act applies to state laws that cover agriculture, business and commerce, finance, insurance, labor, local government, natural resources, occupations, and property.

The new law, signed by Gov. Greg Abbott on June 14, requires cities to get permission from the Legislature if they want to enact rules that go beyond what the state allows in those areas. It also allows a person or group to sue a municipality if they feel they've been negatively impacted by a local rule that conflicts with state law.

"It's an attack on home rule cities under the guise of trying to make regulations statewide consistent," said Dallas council member Paul Ridley. "The problem is that cities like Dallas face many individual, situational, unique issues that have to have regulations customized for the needs of the local community. And this prevents us from doing that."

Ridley said city officials have been talking with other cities about the new law, and he assumes taking legal action is among the options being considered to try and block it from taking effect. Houston officials launched the first legal challenge of the law by [suing the state on Monday](#).

"I think we need to take some kind of action about this act," said Ridley, who declined to say whether he supported Dallas being involved in suing the state. "This is a very ill-considered act that substitutes the day-to-day operation of municipalities under locally elected officials for bi-annual state oversight, which is just inappropriate, and we need to change it if we can."

The Dallas Morning News reached out to the 15 members of the Dallas City Council, including Mayor Eric Johnson, as well as the city's legislative director and interim city attorney. Only three of them agreed to comment when asked about the ramifications of the new law.

The four who did, Interim City Attorney Tammy Palomino, Ridley, and council members Tennell Atkins and Omar Narvaez, provided few specifics. Palomino sent a three-sentence statement through a city spokesperson. Narvaez and Atkins, who led the city's legislative affairs committee until earlier this month, said the city is still trying to analyze all of the potential fallout.

"It's not just a concern for me," said Atkins, the council's mayor pro tem. "It's a concern for everyone when you have a law that's not clear."

Atkins declined to say whether the city is preparing a lawsuit or if he would support one to block the law from being implemented.

“We’re still looking at what this bill will do. We’re still looking at options,” Atkins said.

‘Direct attack on local democracy’

The law’s backers view it as necessary to make regulations uniform across the state so businesses can more quickly expand, fostering more new jobs and boosting the state’s economy.

But the new law has also drawn concerns from officials in Dallas, Houston, San Antonio, Austin and other cities who argue it could be unconstitutional, say it isn’t clear enough on what specific local ordinances will now be preempted, and fear it will erase a variety of local rules meant to protect consumers, keep workers safe, conserve natural resources and other self-governing policies.

“The act is unclear, vague, and inconsistent with current preemption law in the state of Texas,” Palomino said in her statement provided to *The News*. “This act could limit the city’s ability to regulate the unique issues affecting our residents, and require our taxpayers to ultimately pay the litigation expenses associated with any lawsuits resulting from HB 2127.”

As city officials work through the impacts, advocates for workers rights are also bracing for the fallout.

“I think this is a direct attack on local democracy,” said Ana Gonzalez, deputy director of politics and policy at the Texas AFL-CIO. “City councils and county commissioner courts, those are the governments that are closest to the people and basically, the state is coming in and completely eliminating that.”

She said one of the local rules in danger is an ordinance in Dallas passed in 2015 that [requires construction workers to get a 10-minute break every four hours to drink water](#). Austin has a similar safeguard that has been in place since 2010.

City officials have publicly opposed the bill before it was passed and warned lawmakers about the harm it could cause. Laura Morrison, a Dallas assistant city attorney, told state lawmakers during a House committee meeting that it would upend local regulations Texans rely on to protect their safety, property, community and environment.

“If this bill passes, Texans will find themselves suddenly deprived of the local protections they rely on, and state legislators, such as yourselves, would find themselves shouldering the responsibility of filling in the gaps created by this bill,” Morrison said during a March 15 hearing on the new law.

Atkins sent a letter to State Rep. Rafael Anchia, D-Dallas, in March listing more than 100 rules and policies in Dallas’ city code that would be affected.

It named Dallas rules regulating minimum wages, water conservation, sexually oriented businesses, equal opportunity employment, and anti-discrimination provisions among ordinances in danger. The list also included trash pickup regulations, fair housing rules, payday lending restrictions and a host of other ordinances ranging from bans on owning roosters in the city to insurance requirements for ambulances, tow services, valet parking, special events, dockless vehicles and streetlight pole banners.

Targeting progressive policies?

Matthew Wilson, an associate professor of political science at Southern Methodist University, said the act is a clear effort by state legislators to target some of Texas' cities that have passed progressive policies that are at odds with state government priorities.

"It reflects the fact that there is an increasing divide between the views of Texas state government, which is controlled in all respects by Republicans, and most of Texas' largest cities, which are controlled by Democrats," Wilson said. "This is the state government flexing its muscles and saying to localities 'don't get out over your skis here' and don't, in their view, jeopardize the economic prosperity that they believe conservative policies have been able to engender in Texas."

State Rep. Dustin Burrows, R-Lubbock, who authored the Texas Regulatory Consistency Act, cited policies passed by Dallas, San Antonio and Austin as reasons for the bill during an April 18 hearing in the Texas House of Representatives.

Among the Dallas examples were an ordinance [requiring private employers to provide paid sick leave benefits](#) and a rule passed by the City Council last year [requiring banks seeking to do business with Dallas to disclose data on their lending and investment practices in underserved communities](#). A federal judge [blocked the city from enforcing the paid sick leave ordinance](#).

"We want small business owners creating new jobs and providing for their families," Burrows said during the April hearing on the bill. "Not trying to navigate a byzantine array of local regulations that twist and turn every time they cross a city limit sign."

Gonzalez said she believes that unless the new law is blocked, it will tie the hands of cities and counties from responding to the basic needs of their residents, in some cases because of the threat of being sued.

"It's going to have a terrible impact on our communities and it's just going to allow governing by lawsuits," she said. "We're going to have to go through the court process to figure out what is and isn't allowed under this bill."

NEW TEXAS LAWS AIMED AT SHARP RISE IN ELECTRIC VEHICLE OWNERSHIP IN LONE STAR STATE

Texas has about 2,900 public charging stations for electric vehicles.

By Aaron Torres

AUSTIN — Texans are known for their long road trips, and gas stations dot the state's highways to keep them driving, but drivers in electric vehicles may experience something else: "range anxiety."

Texas lags other states in adopting EVs, and lacks essential charging stations needed to keep the electric engines powered. But as Tesla, Ford and Rivian increase mass production of electric vehicles, lawmakers are trying to lay the groundwork for easier adoption.

In the Legislature's regular session that ended May 29, EV advocates successfully nudged several bills to passage — not all they wanted, but enough, they say, to keep momentum going for an essential ingredient: more charging stations.

"When you look at reasons people don't buy electric vehicles, No. 1 is cost, and that's changing rapidly" and decreasing, said Tom "Smitty" Smith, executive director of the Texas Electric Transportation Resources Alliance, and an electric vehicle owner. "The No. 2 [reason] is charging access or range anxiety."

The number of gas stations in Texas dwarfs the number of available chargers. There are more than 12,000 devices — or pumps — in the Lone Star State from which one can fuel up a gas-powered car. Meanwhile, there are only about 2,900 charging stations in Texas.

There are about 18.7 charging stations per 100,000 residents, putting Texas 36th among states, according to [data by the software company CoPilot](#). Vermont and California rank No. 1 and 2, respectively, and the top 10 states have at least 55 charging stations per 100,000 residents.

But new laws signed by Gov. Greg Abbott will help fast-track development of more charging stations as electric vehicle ownership increases.

One law — Senate Bill 1001 — also increases transparency by displaying the cost to use a charger before charging and creates a process for the Texas Department of Licensing and Regulation to inspect the chargers — similar to how it inspects gas stations.

Another — Senate Bill 1002 — ensures that utility companies can't undercut private retailers and other businesses that offer charging stations by offering charging at a lower rate. Advocates say the measure is vital to building out a network of charging stations.

The presence of more charges is particularly important to electric vehicle owners who are unable to charge their vehicles at home.

Neal Farris, an electric vehicle owner in Dallas and vice president of the North Texas Electric Vehicle Auto Association, owns an electric BMW i3. He charges at home and said he has rarely used a public charger. He believes charging stations will be less important as more gas stations offer chargers.

"Those destination charge stations are going to become irrelevant over time," Farris said.

But that future is likely to be decades away.

There are more than 202,800 electric vehicles registered in Texas, according to Texas Department of Transportation data compiled by the Dallas Fort Worth-Clean Cities Coalition. As of 2021, there were more than 20 million gasoline-powered vehicles registered in the state, [according to the U.S. Department of Energy](#).

The federal government under President Joe Biden has hoped to incentivize purchasing electric vehicles, which are seen as a cleaner fuel source that will cut down on emissions. The Infrastructure Investment and Jobs Act of 2021 gave Texas \$400 million in federal funds. The state has said it plans to use that money to build more than 50 new charging stations along state highways.

TxDOT aims to have a charging station every 50 to 70 miles, according to [a plan released in 2022](#), and will award contracts to build those stations. No contracts have been awarded yet, a department spokesman said. The plan does not set a time frame for completing the stations.

Some say the shift to electric vehicles raises equity questions. Research has shown that the average owner of an electric vehicle tends to be white and college-educated, living in a single-family home. The average price of a new electric vehicle in May was \$55,488, [according to Kelly Blue Book](#).

Car companies hope to help bridge the gap in electric vehicle ownership among demographic groups.

General Motors has announced plan to make electric vehicles for everyone. Elon Musk, the chief executive of Austin-based Tesla, has repeatedly touted the idea of [producing a Tesla that sells for \\$25,000](#).

“I think they’re going to take a more practical profile here pretty quickly,” said state Sen. Nathan Johnson, D-Dallas. “If we’re going to see an electric vehicle adoption on a large scale beyond the novelty and luxury level that it presently occupies, we are going to need serious build-out of that infrastructure here.”

UTA STUDENT WORRIES ABOUT PANTHER ISLAND'S IMPACT ON THE NORTHSIDE. HERE'S HIS PLAN TO CHANGE THAT

By Juan Salinas II

Jason Escobedo first heard about Panther Island after a professor explained the project. One thing stood out to him — developers seemingly forgot about the impact on his home, Fort Worth's historic Northside community.

Escobedo drew up a blueprint to ensure the predominantly Latino neighborhood is meaningfully included and represented in the \$1.16 billion project.

"It gives us a new opportunity to do something good before the city changes its character," Escobedo said.

Panther Island will be the product of [Fort Worth's two-decades-old plan](#) to re-route the Trinity River. The Central City flood control project, which received [\\$403 million in federal funding](#) last year, will build a 1.5-mile bypass channel between downtown Fort Worth and the Northside in an effort to prevent disastrous flooding. The U.S. Army Corps of Engineers expects to finish construction of the channel in 2032.

During visits to the Northside in college, Escobedo often pointed out new sidewalks and buildings to his parents. As an architecture student, he was excited to see the new development around his childhood neighborhood.

"It shows the city is going to grow," Escobedo said.

Escobedo didn't know the development going on around his neighborhood was a part of Fort Worth's plans for Panther Island until he took UT-Arlington architecture professor Dennis Antonio Chiessa's studio class last year.

Chiessa's course focuses on the "[North of the Island](#)" Initiative, a project examining the relationship between Northside, Trinity River and Marine Creek.

The professor asked students to review Panther Island, its surrounding development and how it will affect the community that is 78% Latino. Students gave feedback on changes to existing plans that consider all social classes.

Oasis at La Corte project

Escobedo and Andrea Diaz Ramirez, his project partner, looked at the [proposed layout](#) for Panther Island, which includes a houseboat district, riverwalk, town lake, marina and several parks. That development plan, originally drawn up in 2003, is [being updated by consulting firm HR&A Advisors](#) at the request of the city of Fort Worth, the Tarrant Regional Water District and other partners involved in Panther Island.

The town lake and marina stood out to Escobedo because of how much space is planned for boats. For him, the waterfront focus revealed the developers' priorities.

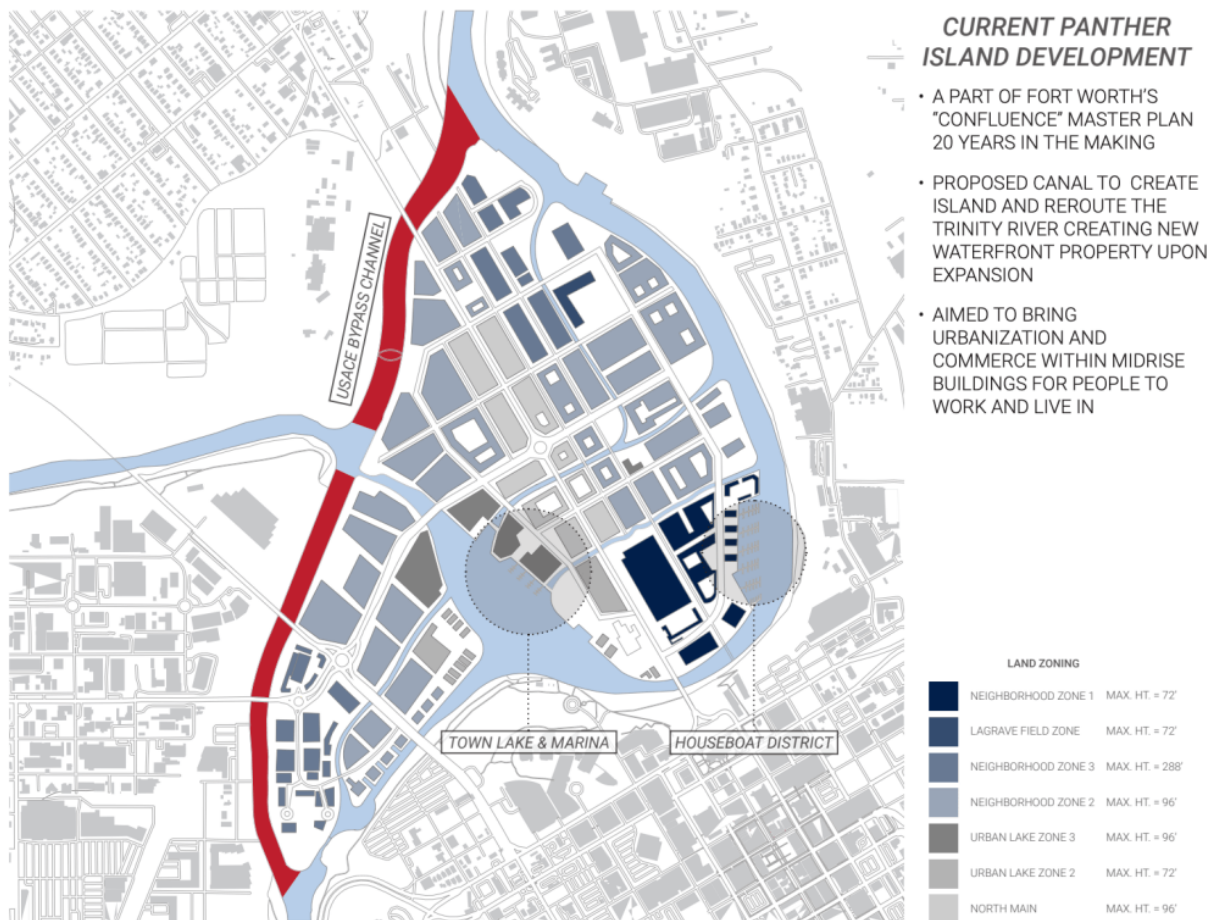
"It seems to have energy that is catered to the wealthy and affluent. You can do so much more to be more inclusive with this sort of waterfront space," he said.

So Escobedo and Ramirez created “Oasis at La Corte,” a proposal that would change the town lake and marina portion so the western part of the island is built with public access in mind, featuring amenities like a plaza and sports fields.

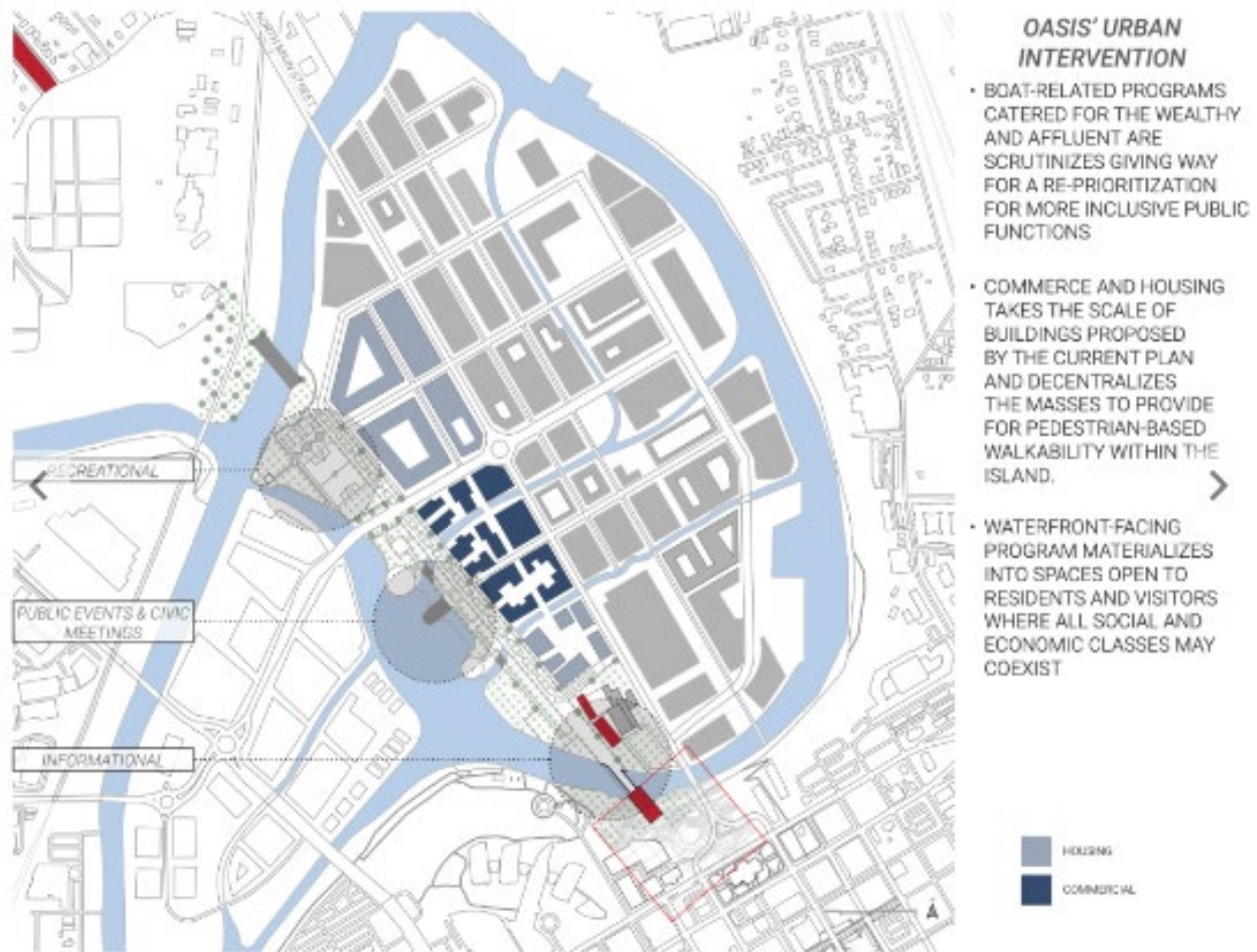
The project’s name comes from the downtown lost neighborhood of [La Corte](#), where the downtown Hispanic community lived a century ago, according to former journalist [Mike Nichols’](#) Hometown By Handlebar blog.

Oasis at La Corte includes a visitor center in front of the Tarrant County College-owned former TXU North Main power plant, as well as a memorial for the lost neighborhood near the Tarrant County Courthouse.

Escobedo and Ramirez chose the western part of the island as the place to bring the Northside, Panther Island and downtown Fort Worth together. If looked at from a bird’s-eye view, the western part of the island is angled in a way that directly points toward the Northside.



A map of the current Panther Island proposed layout, which will include a houseboat district, river walk, town lake, marina and several parks. (Courtesy photo | Jason Escobedo)



A map of the "Oasis at La Corte" project that would use the entire western part of Panther Island for public space. (Courtesy photo | Jason Escobedo)

'A much more meaningful and poetic project'

The project is a statement to those in power and a chance to acknowledge the people who already live there and have for generations, Escobedo said.

During a recent [Fort Worth Report conversation on Panther Island](#), Chiessa brought up "Oasis at La Corte" as a student project developers need to look at seriously so the Northside is included.

The project includes real concerns about the development, such as who the intended audience for Panther Island is, Chiessa said.

"He and Ramirez tie all of these things together, and it makes it a much more meaningful and poetic project," Chiessa said.

Chiessa plans to present Oasis at La Corte and other student projects to Michael Bennett, architect and CEO of [Bennett Partners](#), and others involved in Panther Island in the coming weeks.

Bennett is the chairman of Downtown Fort Worth Inc. and on the founders council of the Greater Real Estate Council of Fort Worth, both of which are helping to fund [HR&A's study](#) of future

development on the island. The consulting firm completed interviews with several project partners earlier this year.

Escobedo hopes people in charge of shaping development on Panther Island listen.

“It gives out a message to the people in power, saying we need to create public space in Panther Island whether it’s green space, whether it’s public space, it just needs to be more inclusive of the people around it,” Escobedo said.

BUCKLE UP DALLAS: DRIVERLESS RIDESHARE WILL ARRIVE 'WITHIN A FEW MONTHS'

With a current fleet of Chevy Bolts, Cruise has plans for custom vehicles with no steering wheel, pedals, or driver seat.

By Will Maddox

North Texans will soon be able to open up an app on their phone, request a ride, and be picked up and dropped off by a vehicle without a human driver. California-based Cruise, which launched in Austin at the end of last year and has operations in Phoenix and San Francisco, will launch in Dallas before the end of 2023.

A General Motors subsidiary that has a fleet of 300 vehicles—Chevy Bolts—Cruise is expected to roll into town “within a few months,” according to Megan Prichard, the company’s vice president of ridehail.

So how does it work? In Texas, the state has to grant a permit to autonomous rideshare companies as it does to other driverless vehicle companies (like the autonomous [trucking](#) companies that are already present on Texas highways). Cruise clears the regulatory hurdles, collaborates with cities, and begins mapping the surface streets where it will launch the service. Once that happens, the vehicles test with safety drivers and things are up and running. “We like to launch with cities instead of at them,” Prichard says.

In Austin, Cruise picks up and drops off downtown and near East Austin. Cruise is still determining its Dallas hours, but will be targeting areas with pedestrian traffic and active nightlife. Prichard said the team is currently mapping Dallas and zeroing in on an area of town that makes the most sense.

The company intends to expand geography and timing in cities after meeting safety benchmarks and customers are more comfortable with the service. In San Francisco, Cruise provides rides 24/7. “We are very excited to be entering a city that shares the Vision Zero goal to end traffic deaths by 2030,” Prichard says of Dallas.

Part of that process is beginning with safety drivers in a new city. After three months in Austin, the vehicles were fully autonomous. Cruise functions like other ridesharing services, but rather than having a driver who may or may not be playing music you like, this one has no driver at all.

The car won’t start moving until everyone is buckled up. Riders push a button to begin the ride and are on their way. “The whole car is your own space,” Prichard says. “You can sing along to your own music or take a nap.”

Currently, the entire fleet consists of retrofitted electric Chevy Bolts equipped with numerous cameras and sensors to help them navigate the streets. Soon, Cruise will launch a proprietary vehicle built for autonomous driving, with no steering wheel, pedals, or driver seat. The spacious vehicles are aimed at carpooling and emissions reduction and look like toaster boxes on wheels, Prichard says.

All of Cruise’s vehicles are monitored 24 hours a day by a command and customer service center in Phoenix. When the evening shift ends, the vehicles will return to a local facility to charge, be serviced, and be cleaned.

Cruise also operates an autonomous last-mile delivery service in Phoenix in partnership with Walmart, where its driverless vehicles deliver groceries to customers. Dallas is a regional hub and [innovation center](#) for Walmart, and Prichard says Cruise is also eyeing North Texas for its grocery delivery expansion.

The region has established itself as a mobility innovation leader, with significant autonomous logistics work being done at Hillwood's Alliance development north of Fort Worth. Alliance's Mobility Innovation Zone provides opportunities for [companies](#) to pilot and develop a range of autonomous delivery and shipping technologies, from driverless semi-trucks to drone delivery.

Cruise likely won't be Dallas' only driverless rideshare company for long. Aurora Innovation and Toyota North America are [partnering](#) to launch self-driving Toyota Siennas in partnership with Uber next year. Last year, Aurora told *D CEO* that it is working on point A to point B routes programmed for specific frequent routes, such as from DFW Airport to the downtown Dallas Sheraton, Texas' second-largest hotel.

Though hopping into a driverless vehicle may seem like a scary proposition for some, human drivers aren't faring very well either. [According](#) to the U.S. Department of Transportation, 42,939 people died in motor vehicle crashes in 2021, a 10 percent increase compared to 2020.

Dallas is known as a city that embraces big and new ideas, and Prichard and Cruise are confident that it will be an early adopter. "Most people can have some hesitation about getting in the car. It's a new experience. It's a new technology," she says. "But usually, within a few minutes, we see people relaxed, impressed, and comfortable with the experience."

DRIVERS PLAY DAILY WAITING GAMES WITH TRAINS ACROSS FORT WORTH. THE REASONS ARE LONG

By Seth Bodine

The dingling bells of crossing gates and blaring horns of trains crossing roads is an everyday occurrence for Chad Beavers, plant manager of the family-owned business [Cold Spring Processing](#). The business at 1300 Cold Springs Road near the Fort Worth Stockyards is surrounded by railroad tracks.

At least twice a week, Beavers said, trains block both exits from the business for hours at a time. Employees can't drive through or out of Cold Springs Road, the main entry point to the business. But it's more than an inconvenience — the business is losing money, he said. Trucks are stuck behind stopped trains, waiting to deliver grease from restaurants so the company can process it.

"It hurts us in our pocketbook because they're not disposing of material here," Beavers said. "And then it hurts them not being able to get back out to their (customers)."

Fort Worth's status as a major rail hub comes with a price. It's common across the city and Tarrant County to find trains at a complete stop or crawling along where tracks intersect roads. People — in cars, school buses, ambulances and big rigs — sit, [and not always patiently](#), waiting for the trains to clear.

Over the past year, drivers sent hundreds of reports of trains blocking track-and-street intersections to the Federal Railroad Administration. Sometimes the trains are moving across the intersection for long periods of time. Other times, it stops for hours.

The administration is supplying nearly \$87 million to build overpasses on five roads across cities in Texas where high traffic and rail crossings meet, including \$17 million for an overpass at [a railroad track crossing on Bonds Ranch Road near Saginaw](#). But it doesn't put a dent in the long line of wasted time that drivers never get back.

Union advocates and industry experts say the reason for stops and delays is because train companies are making the trains longer as part of a profit-driven strategy called precision-scheduled railroading. Reductions in staff, shift changes and infrastructure also come into play.

Compounding the issue is that there are [no federal](#) or [state laws](#) in place that deter slow-moving or stopped trains, according to the FRA and the Texas Department of Transportation.

Rail companies in Texas previously could have [faced criminal penalties](#) if trains blocked a railroad crossing for more than 10 minutes. But in 2001, the [U.S. Fifth Circuit Court of Appeals ruled that federal laws pre-empted](#) the rule. The blocked crossing rule was removed from the Texas Transportation code in 2005.

The role of trains in Fort Worth and Texas

Rail plays a key role in the movement of goods that fuel the country's economy. And for the past 20 consecutive years, Texas has been the No. 1 exporter of goods in the country, said Margaret Kidd, program director and instructional associate professor, supply chain and logistics technology at the University of Houston's Cullen College of Engineering.

In 2021, for example, [Texas exported \\$375.3 billion worth of goods out of the country](#) from ports in Houston, Freeport, Beaumont and Corpus Christi, she said. Trains are a way to transport heavy materials like lumber, automobiles and grain to and from those ports.

“The majority of stuff that goes from country to country is by ship,” Kidd said. “Once these products get in the port, or have to leave the country ... a train or truck is going to move this freight.”

Fort Worth is a major component of the network that makes Texas an exporting powerhouse. BNSF Railway is [headquartered in Fort Worth](#). The city also hosts the [Alliance Global Logistics Hub](#) in far north Fort Worth, an inland port for transporting goods via air, rail or road.

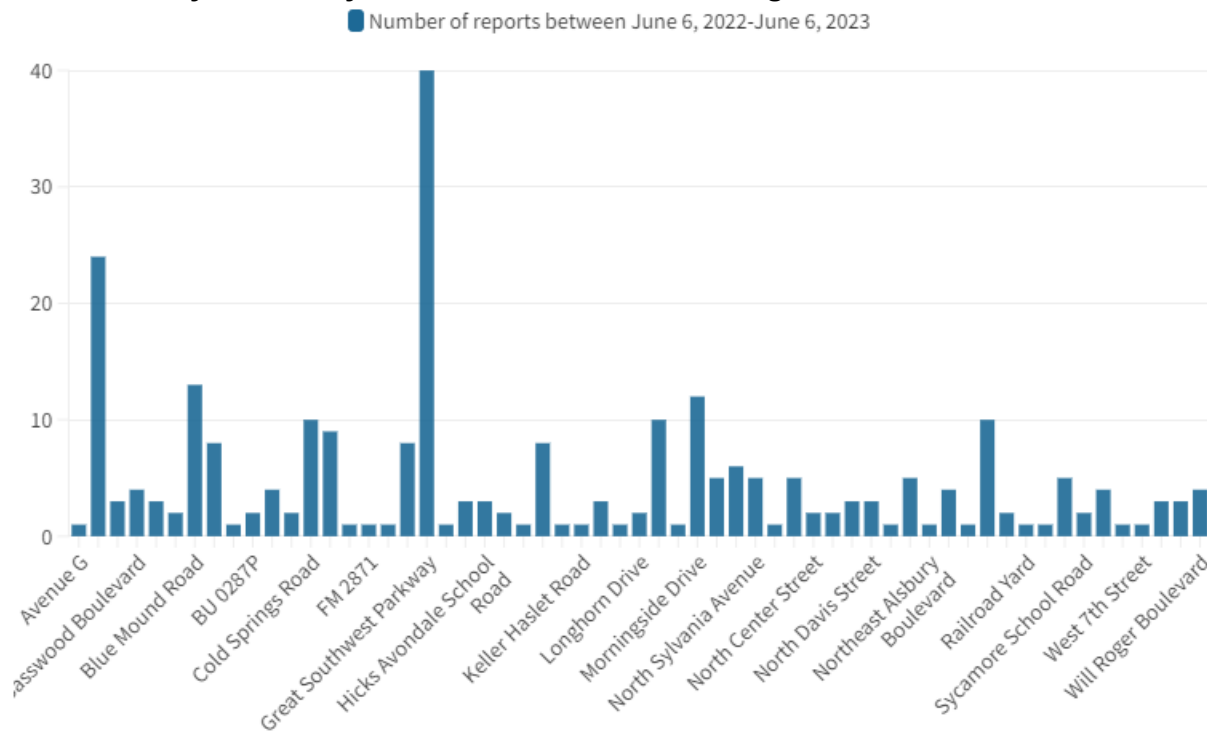
In 2022, 2.5 billion pounds of cargo landed at Perot Field Fort Worth Alliance Airport according to Alliance. The Alliance intermodal rail facility placed or removed cargo units from trains 835,000 times a year, [according to Alliance](#).

How many blocked crossings are there in Fort Worth and Texas?

Texas has the most reported train crossing blockages in the country, with 5,057 reports in the last 12 months as of July 6, according to a self-reported database by the public kept [by the FRA](#). That’s more than double Illinois and Ohio, with the second and third highest number of complaints.

The database includes 272 reports of blocked crossings in Tarrant County over the last year. These numbers are likely underreported. Some drivers may not report blocked crossings or are unaware of the federal reporting database.

Tarrant County had nearly 300 blocked railroad crossings since June 2022



Source: Federal Railroad Administration (Sandra Sadek | Fort Worth Report) • This is self-reported data provided to the Federal Railroad Administration and does not include every incident of a blocked crossing.

Some have taken to social media to complain about the extended delays. One post in the Fort Worth Reddit asked if anyone else is stuck behind a train on [West 7th Street](#), and racked up more than 120 likes and 50 comments.

Hector Macias, owner of Fort Worth Tile Company and a longtime resident of the Historic Northside neighborhood of Fort Worth, said some intersections are worse than others. One common blocked crossing is along Main Street.

“When I see the train coming, you just put it in park and you can catch up on all your emails and all the missed calls you’ve had during the day,” Macias said.

Macias was not aware that the blocked crossings could be reported.

Many reports to the FRA from roads in Fort Worth, Haslet and Saginaw cite being late to work or the frequency that the trains stop:

“I was made late to work,” a driver wrote, stating they waited 31-60 minutes behind a stationary train on Northside Drive in Fort Worth.

“This has been occurring at least (two) times per week over the past few months. Totally stopped train blocking pedestrian and automobile traffic,” another wrote about on a train Morningside Drive in Fort Worth, waiting for 16-30 minutes for a train to move.

Others report people on foot climbing over, on or between train cars to cross, or a train blocking emergency response vehicles.

Matt Zavadsky, spokesperson for Medstar, said it’s not uncommon for crews to be blocked by trains while responding to a call, or in some cases, while on the way to a hospital. He said 103 ambulance responses in the past 30 days have been delayed by a train as of May, or 6.5% of total responses. If an ambulance is blocked by a stopped train, the Medstar’s communication center will send out another crew to respond to the call, he said.

“Like 98% of the time that we’re bringing someone to the hospital, their medical care is being well managed in the back of the ambulance, so there’s no rush to get them to the hospital,” he said.

In a more time-sensitive situation, the crew can use their onboard routing system to cross the train ahead or behind the train in order to seek passage, or the communication center will contact the train company to figure out the best way to cross, Zavadsky said.

Gwyn Tidwell is co-owner of SMT Trucking LLC. The trucking service hauls grain from the silos of Saginaw to mills, and also faces frequent blockages because of stopped trains.

When farmers harvest wheat, they bring it to grain silos like [Viterra](#) in Saginaw. Tidwell’s business hauls that grain from the silo to processors that turn it into products like bread.

Their business usually hauls grain eight times a day. It’s a race against time. They can haul only from 8 a.m. to 3 p.m. And Tidwell estimates drivers usually miss one to three loads of grain a day because of train delays, she said. That means losing \$63 to \$185 a day, she said.

“Every time you’re delayed by train, it eats into you being able to get another load,” Tidwell said.

Saginaw's roots are in rail. The town grew because a railroad made the town the last stop on southbound routes to Fort Worth in the 1800s, according to a [history report from the city of Saginaw](#). Grain silos and mills moved to be near the railroad for transportation.

Tidwell, who grew up in Saginaw, said while the railroads have always had a presence in town, blocked crossings have gotten worse over the years. She has noticed the trains have gotten longer.

"You've got these trains that are several miles long," Tidwell said. "Well, that's just ridiculous. ... People shouldn't have to wait for that extent."

Train company, union reasons for blocked crossings differ

BNSF spokesperson Lena Kent did not provide a precise reason for why trains completely stop or block crossings for long periods of time while crossing in an email to the Fort Worth Report. However, she did acknowledge they've been impacted by "tremendous population growth around our Fort Worth infrastructure over the last several years."

"In the event that there is an issue with one of our trains, or any other interruption to our service at any location along our network, our crews work to efficiently and safely resolve the issue and resume the movement of the train," Kent wrote.

Union Pacific trains could be stopped for a variety of reasons, the company's spokesperson Robynn Tysver wrote in an email. That includes, weather conditions that cause track damage, "signal malfunctions, trains operating under reduced speed restrictions, mechanical issues or switching operations, which includes moving rail cars between tracks, adding or removing cars from a train or moving rail cars into and out of a customer's facility," Tysver wrote.

But Kamron Saunders, Texas state legislative director for the [International Association of Sheet Metal, Air, Rail and Transportation Workers](#), the union which represents rail workers, said the issue comes down to labor and the length of the trains.

Crews can work only 12 hours a day and have to stop the train wherever they are when that time is up, Saunders said. If a train isn't at the destination yet, they have to stop where they are for a shift change, he said.

"If I get called for noon today at midnight, I've got to stop the train," Saunders said. "If they haven't gotten me to my destination, they've either got to have another crew out there to relieve me, or find a spot for me to leave this train."

Longer trains are also tied to a business strategy adopted by the majority of train companies called "precision-scheduled railroading," which Saunders said only takes in account profits.

"The railroads are pretty much reporting to Wall Street," Saunders said. "It's all about making money for the stockholders and that's their only care."

BNSF's spokesperson said the company does not use precision-scheduled railroading. But Chris Bond, a former BNSF employee who worked for the company for 25 years now with the local union, said it still comes down to the company wanting to run bigger, longer trains.

Part of the problem is that there isn't enough infrastructure for long trains to pass each other on a single-track with what's known as [sidings](#), which Bond said can cause bottlenecks. There's also only so many places the trains can stop without blocking a crossing because of the increased length, Bond said.

"Railroad employees do their very best to stay off the crossings," he said. "But when the railroad refuses to listen to what we tell them about length to train, and stuff like that, we can't really do much about it."

Elizabeth Repko, a director in the U.S. Government Accountability Office, describes precision-schedule railroading as a management strategy that isn't defined by specific protocols at train companies.

"Different railroads implement it differently, different speeds, different extents," Repko said.

However, labor unions, railroad representatives and shippers interviewed by the office said the strategy is associated with staff reductions, longer trains and fewer locomotives. Staff at the seven largest freight railroads decreased by 28% between 2011 and 2021, [according to a 2022 report](#).

Railroads have cut about 45,000 employees in the past six years to lower operating costs, according to a [Surface Transportation Board meeting announcement](#) in April 2022.

As of 2019, the FRA had not confirmed whether longer trains are the reason for blocked crossings Repko said.

The administration confirmed in [a 2023 safety advisory](#) that the length of trains have increased. The railroad administration will issue a report based on information received through the blocked crossing portal about frequent blocked crossing, according to an administration spokesperson.

City of Fort Worth transportation and public works spokesperson Lara Ingram said the FRA [does monitor blocked crossing reportings](#) and periodically contacts the city to discuss. Ingram also said the city is looking into new technology to display real time data of blocked crossings in the area. The city also has a railroad liaison who communicates with rail companies about issues.

District 2 council member Carlos Flores, who represents the Northside, said blocked crossings are a source of frustration for many. There's only so much the city can do because railroads are protected by federal law, he said. Flores said he has talked to BNSF, Union Pacific and Fort Worth & Western Railroad about solutions.

"Some things have been implemented but depending on the length of the train and what they're transporting, it doesn't totally eliminate the problem, nor would it," Flores said.

Saunders testified in May before Texas lawmakers in support of a bill that would limit [the length of trains to 8,000 feet](#). That bill was left pending in the transportation committee.

On the national level, the [bipartisan Railway Safety Act](#) was passed to the Senate floor in May. It would require restrictions on train weight and length, among other rules.

Waiting for change

Elaine Tubre has lived next to a train track for 13 years in her house in the Berkeley Place neighborhood in southwest Fort Worth, near the Fort Worth Zoo. The train horn shakes her house multiple times a day. It's just part of her life now.

"When you live by the train track, you learn the pattern of the horn," Tubre said. "It's long, long, short, long, every time."

Tubre has devised alternate routes to and from her home when the crossing is blocked on the train, but she still gets stuck at times. The crossing is near Lily B. Clayton Elementary. The biggest nuisance was when the train crossing guardrails went down and stayed there for two days, she said.

Crossings have a blue sign with a number to report a problem or emergency at crossings. Tubre wishes the other end of the phone line was more responsive.

"It was an automated line. So there wasn't a person," she said.

Union Pacific encourages drivers to report issues at UP.com or calling the 24/7 Emergency Response Center at 1-888-877-7267.

Representatives from Union Pacific, the trains that block workers and customers of Cold Springs Processing, have met with Beavers and other businesses in the area. The company said it agreed to separate trains and clear crossings during times when trains are parked on the siding and blocking the crossing.

Beavers said he is in a text chat with other businesses in the area and Union Pacific representatives to identify when trains will clear crossings. However, he hasn't gotten responses lately. He wants better communication to know when the trains will clear. For now, he's waiting.

"I just want better communication," Beavers said. "The deal is I know they have a job to do, but we have a job to do as well."

THIS PART OF FORT WORTH WILL FUEL METROPLEX GROWTH FOR THE NEXT 20 YEARS. ARE WE READY?

By Harrison Mantas

Southwest Fort Worth has a rural charm that you can't get in other parts of the city.

Neighbors share eggs from their chickens, and exchange fruits and vegetables from their gardens on properties one acre or larger. Foxes and butterflies used to roam the nearby fields before they were cleared for subdivisions.

There's enough space for your dogs to run and your kids to play, said Linda Beckman, who has lived in the Panther Heights neighborhood, just south of the McPherson Boulevard exit off the Chisholm Trail Parkway, for the past decade.

Neighbors know each other, and there's a feeling of community that you don't get in more dense parts of town, she said.

That's starting to change for the area south of Interstate 20 along both sides of the Chisholm Trail Parkway. People are being drawn by good schools, affordable new homes, and a 20-minute drive to downtown on the tollway.

Southwest Fort Worth is projected to add roughly 90,000 people by 2045, according to data from the North Central Texas Council of Governments. That's the second most behind northern Collin County in the 12-county Metroplex.

It's like a reverse field of dreams, said former council member Jungus Jordan, who used to represent the area.

"Instead of if you build it, they will come, it's they're coming, so we better build it," he said.

Longtime residents fear the [traffic nightmares seen in areas like far north Fort Worth](#) will accompany the rapid population change. They say it's already happening on quiet neighborhood streets that have been transformed into raceways. But current and former Fort Worth city council members say the city is ready for the projected boom.

Why southwest?

Most of the growth is expected west of Chisholm Trail Parkway along the banks of Benbrook Lake.

That area is largely undeveloped, but roughly [1,700 housing units are planned or under construction](#), according to Dallas-based real estate firm Venture.

FORT WORTH AREA 2045 PROJECTED HOUSEHOLD POPULATION

This map shows the projected household population totals for 2030 (blue) and 2045 (red) as compared to the current 2023 (green) total population estimates by 2010 census block groups. Green circles indicate little or no growth from 2023. Blue and red circles around the green circles indicate the projected household population growth. The larger the circle, the greater the

population. Tap on circles for the projected household population numbers and 2023 total population estimates. [\[link to map\]](#)

The new Tarleton State University campus which opened in 2019 is a driver of the growth, but the catalyst was the Chisholm Trail Parkway, said Peter Aberg, a partner at the real estate firm Legacy Capital Company. The 28-mile toll road connecting Fort Worth to Cleburne opened in 2014.

His company purchased and developed property around what would eventually become the Sycamore School Road and McPherson Boulevard exits.

Plans for the toll road had been on the books since 1967, but Aberg credited money from the Obama Administration for getting the project over the hump.

All the residential growth has set the stage for more commercial development, Aberg said.

He pointed to [H-E-B's recent purchase of land just east of the tollway](#), and noted there's space for another commercial anchor tenant to the west.

McPherson Boulevard is expected to be the center of commercial development, because it's the halfway point between downtown Fort Worth and Cleburne, Aberg said.

The area is also attractive because of Fort Worth's support for development, said Barry Dluzen, executive vice president of land acquisition at Walton Global.

His company donated the land for the new Tarleton State University campus, and has partnered with home builders to develop [3,800 units of housing around the campus](#).

"Having folks involved that want to be involved, engaged, and try to create win-wins, is very important to us," Dluzen said.

Southwest Fort Worth's rapid development reminds Panther Heights' resident Beckman of the congestion and traffic problems plaguing far north Fort Worth.

Large subdivisions built on two lane farm roads have overwhelmed the area's infrastructure. The area's east-west options aren't much better with multiple railroad crossings causing traffic nightmares and safety concerns for residents north of Loop 820.

Not another Alliance

The city has learned a lot from the growing pains in the far north, said city council member Jared Williams. Population north of Loop 820 has increased 348% since 2000, to 341,695, according to Census data.

Williams pointed to developments around the Tarleton State University campus where sections of Brewer Road are being widened and extended to have four lanes and a median.

He's also working with developers to extend Bryant Irvin Road to provide an alternative to the Chisholm Trail Parkway.

Panther Heights' resident Beckman was skeptical that the roads will be able to handle the pace of development. She pointed to Summer Creek Drive south of McPherson Boulevard, where the four-lane road narrows to two.

"There have been wrecks there. There are people who don't pay attention. They've hit the lights," she said.

The city plans to improve the median along this section of Summer Creek Drive, but it's not clear exactly when that will be.

The big lesson from far north Fort Worth is making sure you have adequate east-west connections, according to Jordan.

The city took a hard beating with north Fort Worth's growth, and became determined not to repeat those mistakes in other areas, he said.

Most of the east-west arterial roads are built out, but Williams said more is being done to widen West Risinger Road between North Crowley Road and Interstate 35W.

However, neighborhood roads are starting to see the kind of traffic you'd expect on an east-west connector, Beckman said.

Rancho Verde Parkway, between Summer Creek Drive and West Cleburne Road, is a two lane road with no sidewalk and homes on one-acre lots.

While residents used to be able to stroll along this stretch, it's no longer safe due to increased traffic, Beckman said, adding she and her husband have nearly been hit multiple times.

Rancho Verde Parkway is not on [the city's long term plan for roadway improvements](#).

"We don't have a problem with people moving in. The problem is that the roads are underdeveloped," Beckman said. Williams said he's putting an emphasis on adding traffic calming measures to keep people safe.

"That's something I've learned from the growing pains in north Fort Worth," he said.

Good schools and affordable housing

The Crowley School district expects to grow from roughly 17,000 students to just under 21,000 by 2028. That increase pushed motivated a [\\$1.17 billion bond package to build five new schools, a track and field complex and a performing arts center](#).

Voters approved borrowing money for the schools and track complex, but not the performing arts center.

The quality of the school district is definitely a factor in people choosing to move to this area, said district superintendent Michael McFarland.

"In every neighborhood where there's an elementary school, there is either an A or B school in that neighborhood," he said.

The pace of the growth has forced the school district to speed up its development timetable. Whereas before the district would plan for growth 20 years in the future, now the district is looking at 10 year increments, McFarland said.

The district also has to contend with increased costs of building an elementary school, but its rapid growth has made it easier to borrow money without increasing taxes, he said.

Homes in the area are also relatively affordable compared to other parts of Fort Worth.

There are houses in Crowley that can be priced \$30,000 to \$40,000 lower than similar homes in Mansfield and Grand Prairie, said LaToya Williams, a Realtor with RJ Williams & Company Real Estate.

That combination of good schools and relatively affordable housing makes the area attractive, she said.

What's being lost

Southwest Fort Worth used to have a quiet, low-paced feeling when Sherri Lefkowski moved there 23 years ago.

The Chisholm Trail Parkway has made the area more accessible, but Lefkowski said the numerous subdivisions have taken away from the country life that attracted many longtime residents.

"You used to be able to sit out on the porch and hear the birds. Now all you hear is traffic," she said.

Development does have its benefits, Beckman said. You used to have to go five miles out of your way to go to a store, but now there's a lot more closer to home, she said.

However, the nature that was such a draw before is already starting to change.

"We used to have tons of monarchs in our yard every year. Not anymore," she said. The milkweed in the fields around her subdivision has been plowed over for more houses.

There also seems to be less of a community environment with the area adding so many new residents so quickly she said.

"Everything else is someone else's problem," she said, pointing to increased litter around the middle school and the introduction of porch pirates to her neighborhood.

She noted every area has growing pains, but the level of development is changing the character of southwest Fort Worth.

Some longtime residents are considering moving to get away from the rapid development, Lefkowski said.

"The problem is we don't know where we would go," she said.

AWARD OF EXCELLENCE FOR ARLINGTON'S UNIQUE RIDESHARE PROGRAM

RAPID self-driving shuttle system offers free rides for UTA students

By Herb Booth

The University of Texas at Arlington received an Award of Excellence for Innovation from the International Parking & Mobility Institute (IPMI).

The award was for the RAPID (Rideshare, Automation and Payment Integration Demonstration) program, a self-driving shuttle system for students and the general public that started in 2021. It was originally funded through the city of Arlington and a Federal Transit Administration grant, with additional support from the North Central Texas Council of Governments. Via Transportation Inc. and May Mobility also are partners in the program.

RAPID, the first program in the United States to integrate on-demand, autonomous vehicle into existing public transportation, provided more than 28,000 trips in its first year of service to residents, University students and visitors around downtown Arlington and The University of Texas at Arlington campus. Now in its third year of continuous service, RAPID has provided more than 34,000 rides.

Sharareh (Sherri) Kermanshachi, a UT Arlington associate professor of civil engineering, ran the academic research component of the program. Greg Hladik, executive director for Auxiliary Services at UT Arlington, said the program is popular with students, who can ride for free on the service. Faculty and staff can also ride the service for free for a limited time.

"We continue to provide cutting-edge mobility services for our students," Hladik said. "We're happy to be partners in this technology. The pilot program showed us there is a student appetite for such a service. We can continue to grow in the programs we offer students in the way of transportation."

During the COVID-19 pandemic in the summer of 2021, UT Arlington was the first university to offer on-street, self-driving shuttles as the only option for university transportation service.

"We were able to park our buses and just use on-demand self-driving shuttles to move students around the downtown and campus areas," Hladik said.

Arlington Mayor Jim Ross said the city will continue to look for ways of serving its population, which includes UT Arlington students.

"The city of Arlington continues to prove itself as a national leader on autonomous vehicle testing and deployment," Ross said. "Thanks to this technology, we were able to expand services offered to our residents and visitors."

John Hall, UT Arlington vice president for administration and economic development, said, "The award signifies a great example of what happens when research, campus operations and the city of Arlington come together to provide innovative solutions to meet the needs of our students and the broader Arlington community."

IPMI's Awards of Excellence program showcases outstanding parking, mobility and transportation facilities and innovative programs to further the parking, transportation and mobility industry. Entries are reviewed by a panel of expert judges from every segment of the industry and ranked across a wide spectrum of criteria.

"The 2023 Awards of Excellence winners exemplify the standards for creativity, effectiveness and patron service in parking and mobility," said IPMI CEO Shawn D. Conrad. "These projects, and the teams that execute them, meet the needs of the communities they serve and provide results that move the parking, transportation and mobility industry forward. We are honored to recognize them with these awards."

This year's award winners are featured in the June issue of Parking & Mobility magazine.

IPMI is the world's largest association of professionals in parking, mobility, and transportation. It works to advance the parking and mobility profession through professional development, certification, research and data collection, advocacy, and community building. With experts from around the world in dozens of specialties, IPMI helps parking, mobility, and transportation function efficiently so people, businesses and communities can keep moving.

CITY'S ACTIVE TRANSPORTATION PLAN RECEIVES REGIONAL AWARD

Richardson's Active Transportation Plan (ATP) was recognized recently with a CLIDE (Celebrating Leadership in Development Excellence) Award from the North Central Texas Council of Governments (NCTCOG) at its 57th annual General Assembly held in Hurst. The ATP was one of six municipal projects to receive a CLIDE Award and shared honors in the Public Planning and Policy category with the City of Lewisville. This category recognizes a local government or public-private partnership for "implementing a program or policy that facilitates and promotes various aspects of the principles of development excellence."

Approved by the City Council early this year, the ATP was developed throughout 2022, a citywide effort to connect all active transportation elements—pedestrian, bicycle, transit and "micro-mobility" (e-scooters and bikeshare)—to leverage existing infrastructure, capitalize on future transportation projects, and create a network that is more accessible and usable by all ages and abilities in Richardson. "Community input helped create a vision and a set of guiding principles for how Richardson will ensure that the walking, bicycling, and rolling needs of the community will be accommodated," stated NCTCOG in a press release.

Website: www.cor.net/atp

CLIDE Awards: www.developmentexcellence.com/About-the-CLIDE-Awards

FOX4 DFW

EAST LANCASTER AVENUE IN FORT WORTH TO GET \$20 MILLION UPGRADE, CITY ASKING PUBLIC FOR INPUT

Enhancements will include a modern travel design with bicycle and pedestrian-friendly features.

By Dionne Anglin

FORT WORTH, Texas - [Fort Worth](#) has received a \$20 million boost to help revitalize a section of the city along East Lancaster, and they are asking the public for input.

The federal grant money is a part of a larger Eastside Transportation Plan.

"We're going past some of the fast food joints where you'd pop in to get dinner back in the day. You had the K-Mart over here on the right side that my grandmother and I used to go to and my mom," said Kelly Porter, the Assistant Director of Transportation & Public Works.

Porter grew up in Fort Worth and remembers when East Lancaster Avenue was bustling with major retail stores, restaurants and more.

He now heads up the city's Division of Public Works that handles regional transportation and innovation.

That means overseeing the \$20 million federal grant to help reverse decades of decline and urban blight.

"The signal lights might have next-generation traffic signals. They could be 'machine-learning' so they can understand the patterns of the street," said Porter.

Enhancements will include a modern travel design with bicycle and pedestrian-friendly features.

The ultimate goal of the project is to attract a return of major business to the area.

"So that folks can actually live and work in the area, do their shopping in the area, go to dinner in the area, feel safe to get to destinations on Lancaster," said Porter.

Thanks to the grant and a partnership with TxDOT and the North Central Texas Council of Governments, East Lancaster Avenue is on the road to recovery.

"It makes me very excited," said Porter. "It's a real blessing to be able to come back and work in the community that you love so much."

Porter says the high-tech future of East Lancaster could include enhancements like the ability to access real-time transit information while connection with WiFi.

Improvements could begin as early as this Fall.

A public survey is accepting input until the end of this month.

You can give your opinions [here](#).

[East Lancaster Avenue in Fort Worth to get \\$20 million upgrade, city asking public for input \(fox4news.com\)](#)

SEVERAL CITIES HAVE HEAT EMERGENCY PLANS. ARE THEY ENOUGH IN A WARMING WORLD?

By Melina Walling and Isabella O'Malley

Natural disasters can be dramatic — barreling hurricanes, building-toppling tornadoes — [but heat is more deadly](#).

Chicago learned that the hard way in 1995.

That July, a weeklong heat wave that hit 106 degrees Fahrenheit (41 degrees Celsius) killed more than 700 people. Most of the deaths occurred in poor and majority Black neighborhoods, where many elderly or isolated people suffered without proper ventilation or air conditioning. Power outages from an overwhelmed grid made it all worse.

Initially slow to react, Chicago has since developed emergency heat response plans that include a massive push to alert the public and then connect the most vulnerable to the help they may need. Other cities like Los Angeles, Miami and Phoenix now have "chief heat officers" to coordinate planning and response for dangerous heat. Around the world, cities and countries have adopted similar measures.

But experts warn those steps might not be enough in a world that is [seeing heat records consistently shatter](#) and with continuing inequality in who is most vulnerable.

"I don't know a single city that is truly prepared for the worst-case scenario that some climate scientists fear," said Eric Klinenberg, a professor of social sciences at New York University who wrote a book about the Chicago heat wave.

Heat preparedness has generally improved over the years as forecasting has become more accurate, and as meteorologists, journalists and government officials have focused on spreading the word of upcoming danger. Chicago, for example, has expanded its emergency text and email notification system and identified its most vulnerable residents for outreach.

But what works in one city might not be as effective in another. That's because each has its own unique architecture, transportation, layout and inequities, said Bharat Venkat, an associate professor at UCLA who directs the university's Heat Lab, aimed at tackling what he calls "thermal inequality."

Venkat thinks cities should address inequality by investing in labor rights, sustainable development and more. That may sound expensive — who pays, for instance, when a city tries to improve conditions for workers in blistering food trucks? — but Venkat thinks doing nothing will ultimately cost more.

"The status quo is actually deeply expensive," he said. "We just don't do the math."

France launched a heat watch warning system after an extended heat wave in 2003 was estimated to have caused 15,000 deaths — many of them older people in city apartments and homes without air conditioning. The system includes public announcements urging people to hydrate. Just last month, Germany launched a new campaign against heatwave deaths that it said was inspired by France's experience.

In India, a powerful heat wave in 2010 with temperatures over 118 degrees Fahrenheit (48 degrees Celsius) led to the deaths of over 1,300 people in the city of Ahmedabad. City officials now have a heat action plan to improve awareness in the local population and health care staff. Another simple initiative: Painting roofs white to reflect the blazing sun.

Ladd Keith, an assistant professor at the University of Arizona, cited Baltimore's Code Red Extreme Heat alerts as an example of a well-designed alert system. The alerts go out when the forecast calls for a heat index of 105 Fahrenheit or higher, and sets in motion things like more social services in communities most vulnerable to heat risks.

He lauded the heat officers in cities like Los Angeles, Miami and Phoenix, but said there are "still over 19,000 cities and towns without them."

Inkyu Han, an environmental health scientist at Temple University in Philadelphia, noted that cities are still struggling to get aids such as cooling centers and subsidized air conditioning into poorer neighborhoods. He said more can be done, too, with simple and sustainable solutions such as improving tree canopy.

"Notably, low-income neighborhoods and communities of color in Philadelphia often lack street trees and green spaces," Han said.

In Providence, Rhode Island, the Atlantic Ocean typically moderates temperatures but the region can still get heat waves. Kate Moretti, an emergency room physician, said the city's hospitals see more patients when the heat strikes — with increases in illnesses that may not be obviously related to heat, like heart attacks, kidney failure and mental health problems.

"We definitely notice that it puts a strain on the system," Moretti said. Older people, people who work outdoors, people with disabilities and people who are homeless make up a big share of those admissions, she said.

Miami — considered a ground zero for the climate change threat due to its vulnerability to sea level rise, flooding, hurricanes and [extreme heat](#) — appointed its heat officer two years ago to develop strategies to keep people safe from the heat.

Robin Bachin, an associate professor of civic and community engagement at the University of Miami, noted that the federal government has laws to protect people in cold climates from having their heat shut off in dangerous conditions, but doesn't have something similar for cooling.

"For people in apartments that are not publicly subsidized, there is no requirement for landlords to provide air conditioning," Bachin said. "That's incredibly dangerous to particularly our local low-income population, let alone people who are unhoused or are outdoor workers."

Klinenberg said that the United States has so far gotten lucky with the duration of most heat waves, but that electrical grids vulnerable to high demand in some regions, along with persistent social inequities, could spell serious trouble in the coming decades.

That's partly because the underlying social problems that make heat events so deadly are only getting worse, Klinenberg said. Chicago's 1995 deaths were clustered not only in poor and segregated neighborhoods, but also specifically within what he calls "depleted" neighborhoods, places where it's harder for people to gather together and where social connections have been

worn thin. Empty lots, abandoned restaurants and poorly maintained parks mean that people are less likely to check up on each other.

Noboru Nakamura, a professor of atmospheric sciences at the University of Chicago who specializes in [extreme weather events](#), said he thinks Chicago has made plenty of smart changes by implementing heat emergency plans, routine wellness checks and cooling centers.

But he too cited inequality as a difficult challenge.

"A systemic problem of a resource inequity is something that you can't really get rid of overnight. And we still have the same issue that we had back then today," Nakamura said. "So that aspect still is a big, big, big, big unsolved problem."

[Several cities have heat emergency plans. Are they enough in a warming world?
\(fox4news.com\)](#)

TEXAS WANTS TO KNOW: WHEN WILL CONSTRUCTION ON INTERSTATE 35 BE COMPLETE?

By Baylee Friday and Chris Blake

If you're driving to San Antonio to see the Alamo, to Austin to go to a music festival, to Dallas or Fort Worth to see the Cowboys or visit the Stockyards, odds are you'll be on Interstate 35.

"Interstate 35 is Main Street, Texas," said [Michael Morris](#), the director of transportation for the [North Central Texas Council of Governments](#).

But "Main Street" opened in the 1960s, which means parts of it are already more than 60 years old. The solution to those problems so far has been about two decades of major road work up and down the I-35 corridor, through four of the state's five largest cities.

[\[podcast\]](#)

"I'm not sure who came up with the idea that once you finish construction on a highway, it's done," [Texas Department of Transportation](#) spokesperson Kenna Mitchell said. "There's a certain life that comes with the highway. You get impacted by weather conditions, by traffic conditions. And then also within the pavement or bridges itself, there are different elements that come into play that have a life cycle of their own."

According to the [U.S. Census Bureau](#), the population of Texas eclipsed 30 million people last year – and from 2000 to 2022, the state added more than nine million residents to grow by 43%, making it the fourth-fastest growing state in the country. [State Rep. Ramon Romero \(D-Fort Worth\)](#), who sits on the [House Committee on Transportation](#), said he thinks the state gave too much control to private entities as it's expanded its roads.

"Did we do a good job? No. Could we have done better? Absolutely. Did we get new roads? Yes," he said. "But I'm very concerned that we're partnering with for-profit companies and their responsibility is not to you and I, the taxpayers and residents, their responsibility is to the shareholders."

It's not just North Texas, where I-35 has impacted residents. In Waco, four years of construction just finished on part of the interstate. [The Waco Herald-Tribune reported in mid-June](#) that the final phase of construction on Interstate 35 in Waco could start as soon as 2024.

"We thought there would be this big break in between. And, you know, I think we're all just like, 'Rip the band-aid off and let's get it done,'" [Baylor University](#) assistant vice president of media and public relations Lori Fogleman said. "I think we all know our alternate routes. We know what the construction does with that, and what happens when you improve infrastructure through the city. I think we are all ready for that one last area to be done."

But as we look further south to Austin, where [a \\$4.5 billion dollar project](#) is slated to begin in 2024, not everyone thinks adding more lanes is the most efficient way to go.

"A boulevard with bus lanes, bike lanes, and some car lanes would actually move a lot more people," said Adam Greenfield, board president of the group [Rethink 35](#), which advocates for a different use of the land. "Highways are actually very poor. Movers of large numbers of people

because cars are very space inefficient. They lock up in congestion. That's a basic-level bug that they have."

Listen to [Texas Wants to Know](#) in the [Audacy](#) app or wherever you get your podcasts.

[When will construction on Interstate 35 be complete? – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

THE RIVER WALK TRANSFORMED SAN ANTONIO. COULD PANTHER ISLAND DO THE SAME FOR FORT WORTH?

An infusion of federal funding puts Fort Worth on a path to pull off its long-awaited waterfront project. History gives clues to what happens next.

By Haley Samsel, Rachel Behrndt, Tracy Idell Hamilton and Andrea Drusch

The story is a collaboration between Fort Worth Report and [San Antonio Report](#), two independent, local nonprofit and nonpartisan news organizations. Reporters from both organizations reviewed hundreds of pages of documents and interviewed about two dozen officials, civic leaders and historians in both cities about where the two rivers' histories align and diverge.

Architect Robert H.H. Hugman's romantic designs for an "American Venice" in the 1920s were first ridiculed and then tossed aside before they were eventually embraced as the blueprint for San Antonio's famous River Walk.

Today, from the floor-to-ceiling windows of architect [Michael Bennett](#)'s office in Fort Worth's Frost Tower, a similarly precarious vision for the future unfolds below.

North of downtown, 800 acres once occupied by refineries and metal reclamation facilities are now home to crumbling structures leading to sprawling grassland, punctuated by [three bridges](#) extending optimistically over dry land.

As imagined by some in Fort Worth, including Bennett, the space will be a vibrant, mixed-use island oasis tucked into the Trinity River's sharp bend. Cyclists will pass by as parents push strollers and patio diners sip cocktails, while employees mill in and out of a new corporate campus.

Before that vision can become a reality, the U.S. Army Corps of Engineers [must first dig a 1.5-mile flood control channel](#), putting water beneath the bridges and allowing flood rains to shoot past the riverbend. Doing so – a mirror image of the flood control efforts that allowed shops and restaurants to open directly on San Antonio's River Walk – will create new waterfront property ripe for development on what will become Panther Island, named after Fort Worth's "Panther City" moniker.

After years of fits and starts, Fort Worth's \$1.16 billion flood control effort, known to government agencies as the Central City Flood Project, is receiving [\\$403 million](#) from the Biden administration's once-in-a-generation infrastructure investment.

Even with the federal money, skepticism continues to dog a decades-old project where progress appeared glacial over years of piecemeal funding. Past hopes were tarnished after its champion, U.S. Rep. Kay Granger, struggled to deliver in Washington, while back home, her son faced accusations of [nepotism](#) and [mismanagement](#) over his leadership of an agency tasked with moving Panther Island forward.

Roughly 270 miles south, the vision once promoted by the Grangers already exists.

San Antonio's River Walk, which now extends roughly 15 miles, attracts more than 14 million visitors per year and generates roughly \$3.5 billion annually in economic activity.

To inform their plan for Panther Island, the project's proponents toured riverside developments in Vancouver, Pittsburgh and San Antonio. They hope the ensuing economic development in Fort Worth will be similar to the \$72 million 2009 northern extension of San Antonio's River Walk, known as [the Museum Reach](#), which created a new walkable commercial and residential district surrounding the redeveloped Pearl Brewery.

But the politics of development have changed dramatically since either river project was first envisioned.

Today, San Antonio is scrambling to [create affordable housing](#) amid [once-unthinkable rises](#) in property value. Meanwhile, political and business power brokers in Fort Worth are at an inflection point. Construction on the flood control channel is finally moving forward amid new questions about how the downtown property should be developed — and for whom.

Extensive interviews with leaders in both cities say Fort Worth can learn many lessons from San Antonio's River Walk: tying economic development to flood control; finding the right champions for the project, and securing the kind of neighborhood-level buy-in San Antonio officials credit with its success.

Like San Antonio, which once considered turning its horseshoe bend into an underground storm sewer, Fort Worth could have pursued simpler flood control.

Instead, leaders saw the chance to ingrain the Trinity River into Fort Worth's community the way San Antonio has done since the city's inception — a harder path.

"There have always been people who said, 'We could have just added four feet at the top of the levee, saved a whole bunch of money, and not done all this,'" said Bennett, the architect advising several local groups on Panther Island development.

"And there's another group that has been really much more focused on saying, 'But it could be more than that.'"

A tale of two rivers

The San Antonio River is not a great river; unlike the Trinity, it is both narrow and shallow, windy and slow. But its modest size has never diminished its magnetism, nor its deadly force after a heavy rain.

Indigenous people were drawn to the fertile grounds along the San Antonio River; then came colonizing Spaniards, whose veinlike acequias provided water to newly established missions in the 1700s.

For Phil Hardberger, a young lawyer from parched West Texas, enchantment with the river's dense greenery solidified San Antonio as his home in 1970. He would later run for mayor on plans to further intertwine green space and economic development.

Hardberger's ideas built on the city's long commitment to the river.

An early turning point came after a catastrophic 1921 flood, when residents shut down a flood control plan that included getting rid of the horseshoe bend.

Hugman's [plan to develop the riverbend](#) was eventually revived and, thanks to historic New Deal investment, construction of the River Walk's original bridges and walkways was completed in 1941.

Anticipated economic development was stalled by World War II, and didn't pick up until the 1968 World's Fair finally catalyzed the long-promised business district of riverside restaurants serving margaritas under colorful umbrellas, tourist-filled barges and hotels the River Walk is known for.

Redevelopment in Fort Worth

From Fort Worth's earliest days as a military outpost, the Trinity River served as the lifeblood of the city's development. With growth came increased pollution from meat-packing plants and the steel industry.

Improvements to Fort Worth's levee system following its own devastating 1949 flood only exacerbated the river's deteriorating natural health as the U.S. Army Corps of Engineers razed hundreds of trees and left scant water trickling around trash at the bottom of the channel.

By 1969 an arts and culture renaissance in Fort Worth had brought the city a symphony orchestra and was soon to include a world-class art museum. But wealthy boosters recognized that the Trinity River's West Fork was becoming a liability in their quest for a first-class city.

A local committee, led by civic standout Phyllis Tilley, took elected officials on a bus tour of the Trinity River and explored solutions for rehabilitating it. The group later incorporated as nonprofit [Streams & Valleys Inc.](#), leading a push for construction of low-level dams that got water moving through the city again.

By the mid-1970s, the nonprofit was fundraising for an expanded trail system, a yearly festival and the design of a downtown park.

Meanwhile, just steps beyond the River Walk's oasis, the San Antonio River also faced the unsightly effects of early flood control efforts.

South of downtown, a concrete riverbed lay barren, a dumping site for the city's broken sidewalks shot through with rusting rebar. North of the busy River Walk, the river remained a muddy ditch, surrounded by overgrown weeds and attracting crime and vagrants.

That neglect baffled Hardberger, who in 2005 would begin [campaigning on a promise](#) to continue building on the River Walk's success.

"I always thought, 'Why don't people use this river more? Why hasn't it developed more? It's 100% successful,'" said Hardberger, who wove the idea into every single stump speech.

"I could tell people really liked that idea."

A blueprint for Panther Island

From the start, plans for Panther Island sought to combine flood control and economic revitalization.

Streams & Valleys' blueprint came into focus between 2001 and 2003, when a master plan for all 88 miles of the Trinity River in the Fort Worth area took shape. In concert with the Tarrant

Regional Water District, the region's water and flood control supplier, the group held more than 200 public meetings.

Rather than simply raising the existing flood levees, the U.S. Army Corps of Engineers agreed the Central City project was the best flood control solution for Fort Worth. The project earned federal approval in 2006.

Next came the establishment of the Trinity River Vision Authority, an agency within the Tarrant Regional Water District led by J.D. Granger. As executive director between 2006 and 2022, Granger saw hosting concerts at Panther Island Pavilion and river tubing during "Sunday Fundays" as crucial to building public support for the project.

Beyond gathering government officials and the public for updates on the project, the river vision authority also coordinated efforts to purchase land, clean up polluted areas and organize recreation along the river.

"No one cares about flood control," Granger said. "It's almost such a big concept they can't wrap their heads around it. What [the public] loved was San Antonio. They absolutely loved it."

How government officials handled community input – according to experts familiar with Fort Worth and San Antonio's modern river development plans – is where the cities' plots diverge.

San Antonio: Model for public participation

Upon taking office, Hardberger was pleased to find a citizen-led plan for a reimagined river already existed.

Originally formed to focus on hike and bike trails connecting San Antonio's Spanish colonial missions, the group that would become the [San Antonio River Oversight Committee](#) had finished that project and set its sights on the river as a whole.

"If we formed a committee and sounded intelligent, no one will know that we're not official," said architect Irby Hightower, longtime co-leader of the group.

The group decided to present its vision for the river to county leaders in 1996, complete with foam board charts and renderings.

The gamble worked. Soon enough, the committee was blessed by the city, the county and the San Antonio River Authority, which had served as the Army Corps of Engineers' local partner on flood control projects since 1954.

The 22-person committee, led by Hightower and former Mayor Lila Cockrell, was charged with overseeing every aspect of the project: planning, design, project management and funding.

Community engagement took the form of assigning committee seats not to people but to local organizations. Their ideas, made only by consensus, created a unified vision for community leaders to draw from even when project funds lagged or political leadership shifted.

Landscapers and city staff scrambled to finish the northern River Walk extension — the Museum Reach — so that Hardberger could claim success, which he did with great fanfare, on the last day of his mayoral administration in June 2009.

To the south, sidewalks follow a more natural stretch of the river, aimed at recreation around the historic Spanish missions — known as the Mission Reach. The [\\$201.6 million addition](#) helped earn the missions a UNESCO World Heritage Site designation in 2015.

The entire process was a far cry from the typical development playbook – and from what Hightower sees as the business-as-usual approach in Fort Worth.

“Around Texas, things get done because a bunch of millionaires get in a room and decide that they want to do something,” Hightower said. “... In San Antonio, development is more grassroots.”

San Antonio officials concede that inviting feedback from a broader audience requires more effort.

“A lot of public meetings and public input is not genuine, because it’s not the fastest way to get from A to B,” said Stephen Graham, assistant general manager of the San Antonio River Authority.

Some Fort Worth leaders, facing criticism that some community voices have been cut out of the planning process for Panther Island, are willing to try.

“We have to have a really honest, transparent conversation. We’ve got to own the history, because we’ve learned from that,” said Stacey Pierce, executive director of Streams & Valleys. “Phoenixes rise out of ashes, y’all.”

Finding the right champion

San Antonio community champions like Hightower and Cockrell, along with elected officials like Hardberger and then-County Judge Nelson Wolff, were critical to earning public buy-in and keeping the project moving.

It’s unclear who will fill those roles in Fort Worth now that two of the Panther Island project’s key champions have stepped off the stage.

To understand Panther Island, you have to understand [the Grangers](#).

Kay Granger was Fort Worth’s first female mayor before being recruited by both parties to run for Congress in 1996. A pragmatist whose Fort Worth district housed Lockheed Martin, Granger was given a seat on the powerful House Appropriations Committee and has carved a niche overseeing defense spending over her 27 years in office.

After the Tea Party wave of 2010 swept Washington, the new leadership’s first moves included putting the kibosh on earmarks, ending a long-held practice that allowed lawmakers to direct money for pet projects like Panther Island.

J.D. Granger was a proponent of the Trinity Uptown vision while volunteering for Streams & Valleys. When the Army Corps of Engineers approved the Central City project, the younger Granger was tapped by city and county leaders to lead a group tasked with coordinating the project that had now become his mother’s legacy.

As the younger Granger was making his way upstream, the federal tap was running dry.

As approved in 2006, the federal government would pay for 65% of costs related to the Central City project, with Fort Worth's water district and other local agencies being responsible for the rest. But without earmarks, the Army Corps started receiving smaller allocations from the federal government. The water district was embroiled in a contentious lawsuit over [a pipeline project](#), and revenue from the fracking boom — meant to fund part of Panther Island — was declining.

“About the time I was elected is when it became apparent that that project was really struggling,” said former [Fort Worth Mayor Betsy Price](#), who took office in 2011.

“It was very frustrating for everybody because the community was expecting this project,” Price said. “The city was expecting it. The water district was hoping for it. And the private developers who bought that land ... certainly wanted to see some return on their money.”

Panther Island supporters had [great hope](#) that the funding floodgates would open with Republican Donald Trump in the White House, but his administration only [intensified frustrations](#).

Granger and her allies, including her son, blame rivalries with certain members of the Trump administration. Administration officials say they were prioritizing greater flood risks. If Fort Worth wanted economic development, one official said at the time, the city should pay for it itself.

A spokeswoman for Granger did not respond to interview requests for this story.

‘Power of personality’

Political headwinds, competing plans and communication breakdowns between government agencies would all sound familiar in San Antonio.

Take for example Hugman, whose vision for the River Walk was eventually made possible by the New Deal-funded Works Progress Administration. He got to spend three months as the project's lead architect before he was fired for a perceived overuse of masonry.

At one point prospects for funding the River Walk's southern extension, which also suffered from piecemeal federal allocations, grew so dim that Bexar County commissioners voted to front the money in anticipation without any promise of being reimbursed.

The lesson? A project is only as good as its champions.

“There's some pain involved in making something beautiful,” Hardberger said. “We all have our failings, but you have to have somebody that has the power of personality to get things done.”

Fort Worth has experienced its fair share of pain in making Panther Island a reality. But a sense of cohesive leadership, like the one Hardberger brought to the River Walk extensions, has proven elusive.

Today, the [Trinity River Vision Authority](#) — for so long the public face of Panther Island — no longer has a dedicated staff and is going through a “maturing process,” said G.K. Maenius, the longtime Tarrant County administrator who has chaired the authority's board since its inception in 2006. It no longer votes on land acquisition contracts or budgets, and the board also decided last year to [reduce its number](#) of meetings.

“The evolution we went through is something that needed to happen,” said Maenius, who is another of the many longtime supporters who will no longer be in his role by [the end of the year](#). He is retiring after 35 years of leading the county.

A [2019 review](#) of the authority’s performance — ordered by Fort Worth’s political leadership — found that focusing on recreation in addition to flood control resulted in “confusion” and “project fatigue” among government officials and the general public.

“There’s some pain involved in making something beautiful.”

Phil Hardberger

The review also discovered unclear financial management, insufficient oversight, and an “opaque” management structure. While the water district brought in [a former Corps official](#) to make the project more attractive to the federal government, J.D. Granger continued in a leadership role until his [voluntary exit in 2022](#).

“There will be a generation of people that will never trust the water district,” said Lon Burnam, who represented Fort Worth in the state Legislature between 1996 and 2014 and helped create the Water District Accountability Project to [draw attention](#) to [ethical issues](#) within the agency.

Granger contends he and his group were acting with public support. He also defends the focus on economic development that caused the project to fall out of favor with the Trump administration.

“When did development become a dirty word?” Granger said. “I’ve talked to many people about this. I can’t figure out where that got lost. You can’t separate them unless you want to pay for it all yourself.”

Changing winds in Washington

The project received an unexpected lifeline when the Biden administration’s [\\$1 trillion infrastructure plan](#) was approved in November 2021, and Fort Worth’s flood control measures received the second-highest allocation of funding in the first round of projects selected.

“They want to fund things where there’s already some work that’s been done,” said Democrat Marc Veasey, whose 33rd Congressional District gained Panther Island as a result of redistricting after the 2020 census.

Unlike previous funding approvals, this time the Army Corps has the money available to spend as quickly as the agency can use it. The flood control aspects of the project are slated for [completion by 2032](#).

Veasey credits Rep. Granger, now the chair of the powerful House Appropriations Committee, for her vision and continued work on the project. But for the remainder of this administration, it’s Veasey’s political capital carrying the project in Washington.

“No one forgets about any favors that you ask them for,” Veasey said.

As Veasey backs Panther Island in Washington, proponents are left wondering who will take on the role of championing the project locally.

The city of Fort Worth is poised to take on a larger role under Mayor Mattie Parker, who sees an opportunity for city leaders to shape long-term economic growth. The water district, under the leadership of general manager Dan Buhman, views its role as advocating for the timely construction of flood control aspects of the project.

Whoever the new champion is will have to take on the decades of baggage and delays associated with the project. It's a small price to pay, Parker said, for the chance to play a role in reshaping Fort Worth's downtown.

"More and more people are gravitating to our waterway, and this project will only continue that," Parker said. "I'm very excited about it."

'We don't want to be erased'

The delays could be a blessing in disguise.

There's no question that riverfront flood control can spur tremendous economic development. But both cities are facing new concerns over how to ensure a resurgence benefits the entire community without resulting in massive cultural and residential displacement.

The catalyst for the resurgence of the area north of San Antonio's downtown came courtesy of billionaire salsa tycoon Kit Goldsberry's private investment in redeveloping the Pearl, plus millions in city and county development and tax incentives. It has since been credited with sparking \$2 billion in development, far eclipsing the \$1 billion in new construction projected in a 2007 report. As housing prices increased across the country, land values near the Museum Reach extension have [increased over 270%](#) since 2009.

"Since the '50s we've been trying to figure out how to get people to move back downtown," Hightower said of many cities. "... In the last 10 years it's been like, 'Oops, we were successful.'"

The Pearl's past is similar to Panther Island today — largely uninhabited. Today Panther Island is a place where rusty remnants of the past are on full display, including the busted windows of a former [Ku Klux Klan meeting hall](#) and a [deteriorating minor league baseball field](#). To the northwest is the city's Northside neighborhood, home to multigenerational single-family housing, long-standing Hispanic-owned businesses and some of the city's poorest ZIP codes.

The finished project would connect development from downtown to Fort Worth's top tourist destination, the historic Stockyards entertainment district.

Northside residents are already bracing for the change after years of neglect. The recent opening of a Starbucks and a Chick-fil-A in the neighborhood have raised alarms about losing its cultural identity, a problem the Fort Worth Hispanic Chamber and others are already working to gird against.

Meanwhile, Hispanic political representation lags behind the city's demographics. Fort Worth City Council just [swore in its first Latina councilwoman](#), meaning the roughly 34% Hispanic city now has two Hispanic council members.

"We are excited about the new projects that are coming in," said Rosalinda Martinez, co-founder of an initiative to preserve Fort Worth's Hispanic history. "We just don't want to be erased."

Those concerns come as Fort Worth has become a [boom town](#). Nearly 350,000 people have moved to the city since 2003, when the original Panther Island vision came into focus. [Clearfork](#), a luxury retail development along the southwestern bend of the Trinity, has transformed from a swath of ranchland into a walkable hub reminiscent of the Museum Reach extension.

Most stakeholders in Fort Worth agree the city's needs have changed since the original Trinity Uptown vision.

Architect Bennett, for example, is among the proponents who believe Panther Island could now offer a unique draw to a company seeking to move its corporate headquarters – something he says the city needs after losing RadioShack and Pier One Imports to bankruptcy.

Parker says she wants the space to be somewhere parents can bring their children. University of Texas at Arlington architecture professor Dennis Chiessa is calling for the city to reserve parts of Panther Island for public plazas, parks and plaques acknowledging [Hispanic and Black communities](#) who called the area home.

Thus far Panther Island development has been limited to a brewery, a drive-in theater and a new apartment complex widely panned as uninspired by locals – an indication of the difficult conversations to come in the project's reimagination.

Doing its own thing

Fort Worth leaders have hired consultant [HR&A Advisors](#) to update the original 2003 development plan for Panther Island and build a vision for landowners to get behind. It's a \$560,000 effort funded by the city, county, water district, Streams & Valleys and business groups interested in the area's development.

Among the recommendations San Antonio leaders offer Fort Worth is buying land around Panther Island before prices go up.

"If I were to do it all over again ... I probably would have recommended that [the city] buy a parcel [near the river extensions] so we could land bank it for affordable housing," said San Antonio Assistant City Manager Lori Houston, who oversaw both river extensions.

The completion of the Mission Reach in 2015 brought a surge in the area's property values. Many longtime residents, mostly Hispanic, moved because they could no longer afford the property taxes. The 2014 [purchase of a trailer park](#) near the Mission Reach by developers intending to erect luxury apartments was emblematic of the changes the river project imposed on people who had lived in surrounding neighborhoods for generations.

Most of the property on Panther Island is currently owned by Tarrant County College, the county and the water district, which had to buy land for environmental remediation. The water district plans to sell off developable land once the 1.5-mile bypass channel is built.

Fort Worth's city management said gentrification has become an increasing concern coupled with every new development, including Panther Island. HR&A's plan will include strategies to mitigate the effects of redevelopment.

Fort Worth's goal is not to replicate the success of the San Antonio River Walk, said Carlos Flores, who represents the Northside and Panther Island on Fort Worth City Council.

Instead, the city will look to define its version of downtown waterfront development.

“Fort Worth is going to do something unique here,” Flores said. “It’s good to know what San Antonio did... but Fort Worth is going to have its own vision.”

REGIONAL TRANSPORTATION COUNCIL MAY INVEST \$5.3M INTO SILVER LINE PROJECT

By Colby Farr

The [Regional Transportation Council](#) will consider approving \$5.3 million for enhancements to the [Silver Line Regional Rail Project](#) in Dallas during its July 13 meeting, according to an agenda.

The council is slated to consider approving federal funds for the project as part of the mediation plan between [Dallas Area Rapid Transit](#) and the [city of Dallas](#). The agenda also includes items related to funding for the [Collin County Rides program](#) and consideration of the [Unified Planning Work program](#) for 2024 and 2025.

The transportation policy body of the [North Central Texas Council of Governments](#) will meet at 1 p.m. July 13 at 616 Six Flags Drive, Arlington. The agenda can be viewed [online](#).

In a nutshell

Staff from the council of governments are requesting approval of \$5.3 million in federal funding for the Silver Line project, according to the agenda. Approval of the funds would serve as the final component of the mediation plan between DART and Dallas.

The action will come after Dallas City Council approved a [new agreement with DART to receive about \\$90 million in excess sales tax revenue](#) during its June 14 meeting.

Originally, DART had promised Dallas more than \$111 million in excess funds but lowered the amount to less than \$30 million in February. The council of governments mediated a deal between DART and the city that bumped Dallas' allocation up to \$90 million.

If approved by the transportation council, the \$5.3 million would be used for enhancements along the silver line trail in Dallas. The mediation agreement also includes \$15.4 million in federal funds, previously approved by the transportation council in June, for Dallas' Five Mile Creek Hike and Bike Trail.

The background

The Silver Line is a 26-mile rail running between Dallas-Fort Worth International Airport and Shiloh Road in Plano, according to DART's website. Once completed, the rail will serve Plano, Richardson, Dallas, Addison, Carrollton, Coppell and Grapevine.

[Rail construction is underway](#) and expected to be completed by 2026.

Also on the agenda

The transportation council will also consider approving the use of up to \$1.8 million to support the transition of transit services for seniors and people with disabilities from DART to the [Denton County Transportation Authority](#), according to the agenda.

DART's contract for providing transit services as the Collin County Rides program will expire Sept. 30. The program provides transit services for residents of Allen, Fairview and Wylie, who can use the program to travel in Collin County.

If approved, the funds will be used to transition services for Allen and Fairview residents to the Denton County Transportation Authority without an interruption in services.

Wylie is reviewing other options, and staff may seek further action by the transportation council if the city requests funding support, according to the agenda.

DALLAS MORNING NEWS

TOXIC CHEMICALS FROM AIRSHOW CRASH POLLUTING SOUTHERN DALLAS AIRPORT

The city must ensure the cleanup of Dallas Executive Airport.

Dallas Morning News Editorial



Damage from a midair collision between two planes sits within the fence line of the Dallas Executive Airport on Nov. 12. (Liesbeth Powers / Staff Photographer)

When two vintage warbirds fatally collided during the [Wings Over Dallas airshow in November](#), the resulting crash left the ground at Dallas Executive Airport soaked with numerous toxic chemicals that remain there today.

A troubling soil contamination report of the site says the southern side of the airport was polluted with aircraft fuel, additives and firefighting foam used to subdue the resulting fireball at levels that exceed state thresholds, triggering the need for additional assessment.

Given what we learned in reading this report, the city must ensure the site is cleaned up. It's unclear, though, whether taxpayers will cover the cost or if it will fall to the Commemorative Air Force, which hosted the show. The city considers the CAF responsible, but a CAF spokesperson told us that it's "unclear what the CAF's role in the project will be and what it will cost."

That's a problem, and the city should be cautious about greenlighting future air shows without ensuring that taxpayers aren't on the hook.

The February report, prepared by a city contractor and provided to us by the Texas Commission on Environmental Quality, listed several "chemicals of concern" found in soil samples, including

lead and a particularly harmful category of toxins called polyfluorinated substances often found in firefighting foam.

As a result of the soil contamination study, the TCEQ has ordered the city of Dallas to conduct additional assessment of the site, particularly to determine whether surrounding property may be affected by the contamination.

City spokeswoman Lauren Rounds told us that its assessment will be completed in August and that remediation could begin “as soon as September.” She further said that “there are no threatened water wells, and the impacted soil is wholly contained on secure airport property.”

Still, we note that the polluted ground is located just blocks away from a residential neighborhood near State Highway 67 and South Hampton Road. And a city staff memo sent to the City Council’s transportation committee in May reported that the contamination poses “a potential environmental and human health risk.”

Concerning chemicals found among 40 samples contain concentrations that far exceed the TCEQ’s Texas Risk Reduction Program assessment thresholds. When those thresholds are exceeded, further study is required.

For example, the report found lead concentrations at four times the state threshold.

Six pilots and crew members died when a Boeing B-17 Flying Fortress and a Bell P-63 Kingcobra collided midair during the CAF’s airshow. While the official cause of the accident is still under investigation, we know that a potentially harmful amount of chemicals remains an issue.

It’s critical to get this land cleaned up so no one else is hurt.

INSIDE THE QUEST TO KEEP HOMELESS PEOPLE SAFE IN FORT WORTH'S DEADLY SUMMER HEAT

By Ciara McCarthy

Fatimah Robinson dragged an Igloo cooler full of cold water bottles behind her, headed toward a neighborhood of tents in a partially wooded area near the Historic Southside neighborhood of Fort Worth.

She was looking for Gary Randle, the man she affectionately calls her twin because of their similar personalities.

"Twin! Twiii-in!" Robinson yelled. The cooler occasionally bumped on large stones or tree roots as Robinson pulled it down a worn path to a campsite, where several tents are clustered together. Clean laundry hangs on a line outside of one tent; it had just been washed in the nearby creek. A small fire burns outside another. The camp is home to about six homeless people, including Randle.

Their campsite is off of U.S. 287, but the brush surrounding the site insulates it from the noise of speeding cars. The campsite isn't visible from the highway, and you could probably only find it if you knew exactly where to look. And Robinson does.

As Robinson approaches, Randle spots her and runs toward her to give her a hug. He takes a few bottles of water from the cooler. On that Friday, the temperature is cooler than it's been all week: It's 99, after [eight consecutive days](#) of heat index values in the triple digits.

Randle is one of about 400 homeless people Robinson and her colleagues at DRC Solutions check on each month. The Fort Worth nonprofit [works primarily with homeless people who are unsheltered](#), meaning they don't live in homeless shelters or on a friend's couch. Many of them, like Randle, build campsites tucked in corners of Fort Worth that are out of the public eye and away from the code enforcement complaints that such visibility usually brings.

The DRC team works with its clients to get them into permanent housing. In the summer, an extra challenge is added: Workers need to make sure the hundreds of people living outside stay safe from the deadly temperatures of Texas summer.

Deaths in extreme heat

There is no nationwide tally for how many homeless people die from extreme heat each year, but a growing body of research indicates that people who live outside are at greater risk for climate extremes than those with permanent, safe homes.

June's heatwave descended on hundreds of people in Fort Worth who live outside. The Tarrant County Homeless Coalition estimates that there are [more than 1,000 people](#) living on the streets, in the woods, or in other outdoor communities in Tarrant and Parker counties, according to its most recent report. The number of homeless people has increased significantly in the last two years, as renter protections and additional funding from the first two years of the COVID-19 pandemic expired and were used up.

Now, the nation's persistent housing crisis coupled with increasingly hot summers has left the most vulnerable, including the unhoused, at particular risk for getting sick from or dying from the heat.

There's no exact tally in Tarrant County for how many homeless people have died from or been hospitalized because of extreme heat. Analyses from previous years show that heart disease is the leading cause of death for people experiencing homelessness, said Lauren King, the executive director of the Tarrant County Homeless Coalition. King said that, anecdotally, more people living outside had died from extreme cold temperatures than very hot ones.

But in the handful of cities and counties that are tracking the weather-related deaths among people who are homeless, the risk of extreme heat is clear. In Clark County, Nevada, home to Las Vegas, an analysis by the Las Vegas Review-Journal found that people experiencing homelessness [made up a third of all deaths related to extreme heat](#) in 2021. In Los Angeles County, people without homes [made up almost half — five in 12 —](#) of every death from heat-related illness or exposure in 2022, according to the county coroner's office.

"There's been increasingly alarming statistics ... suggesting that a large number of the deaths that do occur during heatwaves or extreme heat are among people who are experiencing homelessness," said Dr. Sameed Khatana, a cardiologist and professor at the University of Pennsylvania's medical school.

Homeless people have greater exposure to hot temperatures plus fewer opportunities to give their bodies a break to cool down, Khatana said, but they also have a higher rate of cardiovascular disease, putting them at greater risk for the stressors that heat places on the heart. Most people who die from heat don't suffer from hyperthermia, where the body's core temperature gets so hot that it causes the body to fail. Instead, Khatana's research has found that most of the unexpected deaths that happen after an abnormally hot day are caused by heart failure.

Randle, 61, guesses that he's passed out from heat multiple times over his years living outside. When he feels like he's having a hard time breathing, he'll go and sit in the creek that runs next to his tent. His neighbors know that if they don't see him up and about his campsite, they should go and check on him to make sure he's OK.

"It's just killer," Randle said. "It's hard for me to breathe some days. When I feel like that I just get in the water and try to calm myself down."

Life on the streets

DRC, formerly known as the Day Resource Center, focuses its work on a group of homeless people who have historically been among the hardest to reach in Fort Worth: The unsheltered. This group historically has represented a [smaller share of people](#) without housing in Tarrant County, compared to those who stay in emergency shelters. The majority of people experiencing homelessness in the county do so for less than a year, according to data from the homeless coalition. But for others, they might experience life on the streets for much longer.

For some people, living outside is a personal preference, allowing them to bypass the rules and regulations of life in a shelter. Some people say they avoid the shelters because they don't like crowds, or because they prefer the freedom of making their own schedule and building their own community. For others, there is no other choice: Fort Worth's overnight shelters have

sometimes been at capacity over the last two years as more and more people have been pushed into homelessness.

On a recent Thursday, the DRC's outreach team started its day by bringing a man who had been living on the streets to the Greyhound Bus Station in downtown Fort Worth. He was about to start a 36-hour journey to Toledo, Ohio, where his son lives and had agreed to take him. If a bus ticket can get someone safely to a friend or family member in another city, DRC outreach workers will always give someone that option. But not everyone has loved ones they can turn to for shelter, outreach team lead Johnetta Hudspeth said.

Next, the team drives to a campsite in east Fort Worth. After navigating through the bushes and trees that surround the campsite, Hudspeth and her colleagues find about a dozen people living here, more than the last time they visited. The campsite has grown.

Hudspeth talks with one man who was recently released from jail, and is suffering from opioid use disorder. He tells Hudspeth that he and some others at the campsite are using fentanyl, the synthetic opioid that can easily cause fatal overdoses. Robinson runs back to the van to get narcan, the life-saving drug that can reverse an opioid overdose when sprayed in the nostrils.

Next, a young woman checks in with Jordan Autry, another outreach worker, about her persistent asthma. It's been harder for her to breathe lately, she tells Autry. Autry tells her that the street medicine team run by JPS Health Network will be by the camp later that day to help her.

Like Randle's camp near downtown Fort Worth, this campsite has its own routines and rhythms that residents follow to keep themselves safe.

Nathan Barrett, 37, has been living outside for about a year. For him, summers aren't quite as bad for the winters. Barrett has found that key to living outside is adapting, and learning to be creative with the tools you have. He and his neighbors have adapted by using a box fan plugged to a generator, a cooler full of ice, and some tubing to funnel cold air into their tents.

"We try to keep big thermoses with us at all times, so that we always have water on hand," he said.

The DRC's street outreach team spends all of its days like this: Going from community to community, looking for old and new clients alike, and trying to respond to their needs as quickly as realistically as possible. The outreach teams check on their clients at least once a month, helping them with any immediate needs they have, but also trying to give each person a shot at a permanent home. For many adults, that means starting with their essential documents: Their birth certificates, their Social Security cards, and other forms that can prove their identity but that often get lost in years living on the streets and moving from place to place. Once all the paperwork is in order, a waiting game begins, sometimes for months, sometimes for years.

The Tarrant County Homeless Coalition operates system that matches residents who are homeless with programs that can help pay for their housing and apartments that will rent to them.

Most of the people DRC works with are waiting to qualify for the permanent supportive housing program, which offers indefinite rental support, or one of the other housing assistance programs.

On a recent Thursday, outreach worker Jordan Autry drives to a small campsite in Fort Worth with some good news: Her client Maxine Owens is off the housing waitlist, and has been matched with an assistance program that will help Owens pay her rent for at least three months. After that, Owens will have to find another way to pay rent. But for three months, she'll get a break from the summer heat and living outside.

Owens responds to the noise with a shout of joy and a dance. She and her two dogs are moving from a tent to an apartment.

"After this long journey of fighting, I was able to get the help that I've been asking for," she said.

Owens, 32, said she's looking forward to having a place of her own. But mostly, she said, she's looking forward to having air conditioning.

"If they come over to visit or come by to see me, they're going to feel like they're walking into the Arctic air," Owens said, laughing. "There is no touching or turning my air off. I am going to freeze everybody."

REGIONAL TRANSPORTATION COUNCIL APPROVES \$5.3M FOR SILVER LINE PROJECT

By Colby Farr

The [Regional Transportation Council](#) approved \$5.3 million for enhancements to the [Silver Line Regional Rail Project](#) during its July 13 meeting.

The amount was approved as part of the mediation plan between [Dallas Area Rapid Transit](#) and the [city of Dallas](#). The action caps a monthslong dispute between DART and Dallas regarding how much the city will receive in excess sales tax revenue.

The overview

Staff from the [North Central Texas Council of Governments](#) requested \$5.3 million in federal funds as a final component of the mediation plan between DART and Dallas. The funds will be used to make enhancements along the Silver Line project in Dallas, according to a meeting agenda.

[Michael Morris](#), transportation director for the council of governments, said staff had been tracking these enhancements that could be paid for by the transportation council. The list of enhancements includes costs for the installation of a traffic signal, a pump house in Hillcrest, the extension of a noise wall and more.

The approval of the funds honors staff commitments as a “final homework assignment” in the mediation plan, Morris said. In June, council previously approved \$15.4 million in federal funds as part of the mediation agreement to be used for Dallas’ Five Mile Creek Hike and Bike Trail.

“I’m very proud at the tone in those last three months of conversations between DART and the city,” he said. “It has been extremely positive in getting caught up.”

As part of the same action, council also approved a policy statement on future communication regarding the Silver Line project and the Cotton Belt Bicycle-Pedestrian project. The council is requesting all local governments; transportation providers; and their associated elected officials, board members and staff work in a coordinated and cooperative fashion to advance the project, according to the agenda.

“Should future questions or issues arise, the [Regional Transportation Council] strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve,” the agenda states.

The backstory

The action comes after Dallas City Council approved a [new agreement with DART to receive about \\$90 in excess sales tax revenue](#) during its June 14 meeting.

Originally, DART had promised Dallas more than \$111 million in excess funds but lowered the

amount to about \$32 million, saying the city was responsible for delays on the Silver Line project. The council of governments mediated a deal between DART and the city that bumped Dallas' total allocation up to \$90 million.

Quote of note

Before making a motion to approve, [Dallas City Council Member Cara Mendelsohn](#) thanked Morris for helping to mediate the dispute between DART and Dallas.

“You have been involved for a long time, and a lot of those items up there have taken a lot of your time and probably every bit of negotiation skills you have,” she said.

BLOOMBERG

REPAIRING THE ROADS THAT WERE BUILT TO DIVIDE

Urban planner Veronica Davis talks about her book *Inclusive Transportation* and the role of equity in street design.

By David Zipper

Urban planner Veronica Davis talks about her book *Inclusive Transportation* and the role of equity in street design.

At a White House [press conference](#) in November 2021, US Department of Transportation Secretary Pete Buttigieg was asked about racism in transportation. He responded by referencing highways that were “built for the purpose of dividing a white and a Black neighborhood” and mentioning an [infamous anecdote](#) from Robert Caro’s tome *The Power Broker*, about how planner Robert Moses designed parkways on Long Island with overpasses too low to accommodate the buses that Black and Latino families might use to reach the beach.

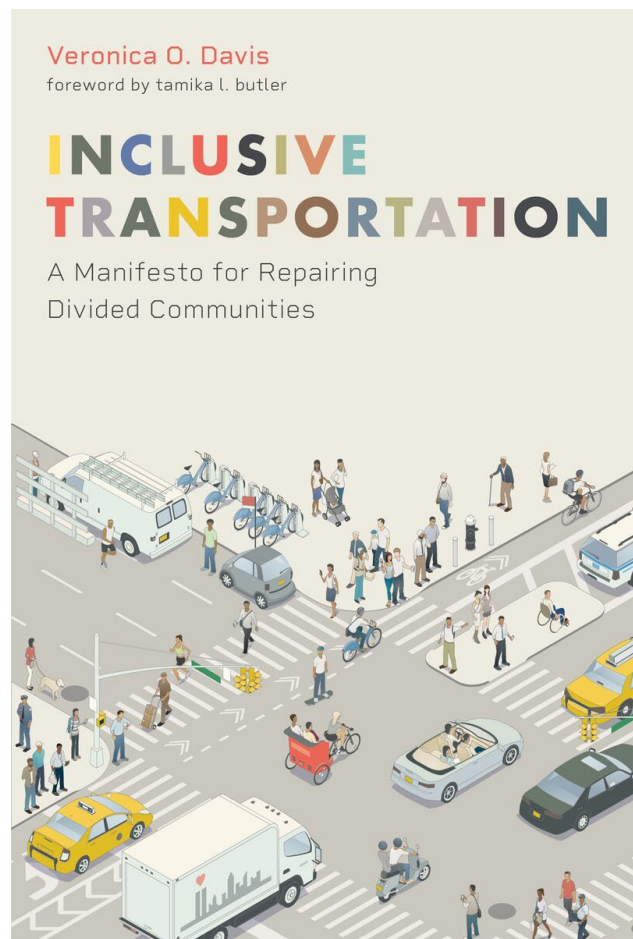
The resulting backlash from the political right was predictable. “The roads are racist,” scoffed Texas Senator Ted Cruz [on Twitter](#). “We must get rid of roads.”

Exchanges like this have grown common in recent years, as issues of race and inequality have played a more visible role in transportation debates. Under the Biden Administration, federal funds are being explicitly directed toward repairing the harm done during Moses’s era; programs such as [USDOT’s Reconnecting Communities](#), for example, focus on redesigning or removing urban highways routed through Black neighborhoods in the 1950s and 1960s.

But the inequalities cemented into American infrastructure are not always widely understood, let alone accepted.

In her new book, [Inclusive Transportation](#), urban planner Veronica O. Davis offers “a manifesto for repairing divided communities.” Davis, the co-founder of the bicycle advocacy project [Black Women Bike DC](#) and the current [head of Houston’s transportation and drainage operations department](#), notes the ways in which minorities have borne a disproportionate share of the burden from American autocracy:

Unfortunately, we inherited a transportation network that reflects decades of decision-making by our predecessors who ceded communities to motor vehicles. Communities where people could once walk, bike, and use public transit were divided, leveled, and reshaped to make way for the



interstate highways and wide streets designed by our predecessors. Ideally, the transportation network would connect people to jobs, education, food, opportunities, and each other. But this has not actually been the case for decades. There is a lot to redo, and in some cases dismantle.

Bloomberg CityLab contributor David Zipper recently spoke with Davis about her book and the ways in which US transportation networks could better serve the least advantaged. (Davis also noted that her comments reflect her own views, not necessarily those of the city of Houston.) The conversation has been edited for length and clarity.

What is something about inclusiveness and mobility that you only understood after you were leading transportation in a big city like Houston?

I'd offer two things. First, being on the decision-maker side makes you realize that it is very hard to do the right thing. I will give a lot of kudos to the Biden administration and Congress for passing the [Bipartisan Infrastructure Law](#). There is language in there that talks about [Areas of Persistent Poverty](#), the [Reconnecting Communities](#) program, the [Railroad Crossing Elimination](#) program — these things really get at the heart of challenges cities face.

To be able to put up a good project, you need funding, and the funding comes from the feds. But it flows through the states. The philosophies of the state may not align with the urban areas, or even some of the suburban areas. So the federal structures are really crucial.

The other part about being a decision-maker is that you realize how much needs to change. As a consultant I worked on [Vision Zero](#) plans, and we tended to focus on individual projects. I don't think we ever talked about [updating infrastructure design manuals](#), which from engineers' perspective is what they really care about. Now I recognize that a Vision Zero plan isn't just enough; you have to make sure that your design manuals, policies and ordinances also support that plan.

If you were parachuted into a mid-sized American city and handed \$500 million to invest in inclusive transportation, how would you want to spend it?

Number one, [sidewalks](#). It's the lowest of the low-hanging fruit. I currently work in a city where sidewalks are the property owner's responsibility. It's easy to say, "Well, the city should take it over." But now we've created a multibillion-dollar funding gap.

You show me any city in the United States, you don't even have to tell me the city, just show me where there's no sidewalks, and it is highly likely those communities are going to be Black, brown, low-income, or some combination of the three. It's the same thing for a [High-Injury Network](#) in any city.

In your book you wrote that people overuse the word "equity." What did you mean by that?

People call a lot of things equity than aren't really equity, in my opinion. Especially now that I'm living in Texas, some people use "equity" to mean, "It's inequitable that I can't drive my car how I want." And you're like, "No, that is not what equity means."

And then you have this idea in our national discourse of "wokeness" and "equity" that means something very specific to certain people. But equity isn't always about race. In my perspective, equity is about looking at who is the most impacted and harmed, and asking, "How do we get them to a place of normalcy?"

In the book I used the metaphor of an emergency room, with people coming in and being treated for their various problems. But if someone arrives in crisis and should be triaged, let's treat that person first. It's the same with our communities — let's first put our resources where they are needed most.

To continue with that triage metaphor, what do we do if the patient at the greatest risk doesn't want the medicine they need? I'm thinking of Ward 8 in the District of Columbia, a low-income, predominantly Black area with many high-speed arterials and pedestrian and cyclist deaths. The [local city councilmember](#) has opposed building bike lanes that could save lives. How should we think about that?

I lived in Ward 7, right next to Ward 8, for a good part of a decade. The issue is that bike lanes are emotional in and of themselves. It doesn't really matter whether the community is Black, white, rich, poor — something about bike lanes brings out emotion in people.

When you're looking at different communities, you need to give them what they need. Neighborhoods in Ward 7 and Ward 8 have extremely high public transit use, but their transit service is also very unreliable. So some people might think, "I'm dependent on public transit, and it's not reliable — and you want to talk to me about a bike lane?"

If you had transit in Ward 7 and 8 with five- or six-minute headways, then I think you can get more people to accept bike lanes. But to continue the ER metaphor, it's like you're trying to fix my injured leg, but right now I have a migraine and I'm telling you that the migraine is affecting me more. So fix my migraine first, and then we can talk about the leg.

I'd like to ask you about automatic traffic enforcement. They offer potential benefits because they make high-speed arterials safer, and low-income communities have more arterials, due to historically racist transportation planning. Automatic enforcement also replaces police traffic stops, which can be racially motivated and dangerous. But I've also heard concerns about the financial burden on low-income drivers and the [concentration of ticketing in non-white ZIP codes](#). How should we think about automatic traffic enforcement, viewed through the lens of inclusiveness?

I think it's tough. I have seen automated traffic enforcement in areas that are almost setting people up to fail, because you have such a wide strip of road, like a four-lane arterial with nothing to slow down cars. Even when people want to do the right thing and drive at a "normal" speed, they're going to go fast. Automated traffic enforcement is a tool, but when it's the only tool you haven't met the needs of that community.

Much of your book calls for soliciting feedback from neighborhood residents and encouraging them to participate throughout the planning processes. Is there a risk of demanding excessive emotional labor from people who would prefer that the city address their transportation challenges without requiring so much time and energy?

It can feel like emotional labor, but there is a give and take. The hard part of being in the government is that you may have very loud people who do not speak for the totality of the community. In the book I talk about "the silently suffering" and the need to be intentional in order to elicit their views on transportation projects. That means going to them. I've done public meetings for transit that were held at the bus stops, literally, on a Saturday. The passengers didn't have to do anything — they just got off the bus and walked into the meeting.

Also, you don't want to have a meeting where you ask, "Tell me: What is it you desire?" This isn't an episode of *Lucifer*; no one has time for that. You want to be very targeted in your questions and get to a solution quickly.

I want to ask about the role of expertise in transportation. This one requires a bit of context. A few weeks ago, Seleta Reynolds, the former head of Los Angeles' Department of Transportation and now a senior executive at LA Metro, said the following on a [podcast](#): "How can we say we're going to do better than our predecessors who bulldozed Black and brown neighborhoods to put in the freeway system, you know, without really allowing those communities to be at the table, how can we say that we're better than them just because what we're trying to build is a bus lane or a bike lane? What makes us so confident that we know best?"

In response, Aaron Gordon of *Vice* [wrote](#): "Not all bike or bus lane projects are perfect at their initial conception, but it is, in fact, possible to know if something is good or bad without hearing everyone's opinion on it." What do you think of that exchange?

I agree with the *Vice* reporter. You're never going to get 100% agreement on anything from the community. That's why I wrote in my book about the need for bold leaders, because at some point, you have to make a decision.

In this case, I think a key difference of a bus lane or a bike lane versus a highway is the physical disruption of a community to make it happen. If I'm building a highway through a neighborhood and taking properties, I am physically inserting a structure that is going to forever divide that community. And let me tell you, there are still DOTs around this country that are [building highways through neighborhoods](#), even as the federal government puts billions of dollars into reconnecting communities. In 2023, with the knowledge that we have, with the tools available to us, building a highway through a neighborhood is lazy.

I will say this, though: I think that the community has the ability to tell you what is good or bad *if they know*. You and I live in this transportation world where every day we read [Streetsblog](#) and CityLab and we go to conferences to learn more. The public does not think about transportation in the way that we think about it. But communities will get there if you take the time to provide education.

It sounds like you're saying part of the role of expertise in transportation is framing and choosing the options available — and perhaps excluding some that are too problematic to even warrant consideration, like ramming highways through cities.

Exactly. In my old life as a transportation consultant, I once worked on a city's approach to Safe Routes to School. Many parents and principals said they simply wanted a traffic light, because that is the one piece of transportation infrastructure that every citizen has been trained on. So we put together an engineering toolkit to help parents and principals understand the different options to use street engineering to protect children on the way to school. It gave them something to talk to the city's transportation engineers about, beyond the traffic lights.

Looking across the Atlantic, I recently interviewed Pascal Smet, an official in Brussels who oversaw much of the city's recent transportation reforms. The city [has made remarkable progress](#) encouraging more residents to walk, bike and use transit, and car use has been falling. He said, "You have to make people happy against their will" —

meaning that you shouldn't worry too much about local opposition, because it will dissipate over time if a project is good. What do you think about that attitude?

I do agree. You know, I talk in the book about the need for bold leadership. If people at transportation departments are ready to make the hard decision but feel unsupported by elected leadership, there is going to be a hesitancy. And what they will do can be called procrastination by public engagement. That's really hard, because there are always going to be people who are going to kick and scream.

I think it really comes down to trying to determine the opposition's concern, because people may bring up real issues. But once you get to "I just don't want it," sometimes the response needs to be "OK, but we're moving forward for the greater good."

So consensus in transportation planning is the wrong goal?

You're not going to get there. In this country, we can't even have a unified answer on how to deal with a virus that wiped out millions.

Fair enough. But not every mayor will stand behind controversial transportation decisions. Do you have advice for urban planners who find themselves working in a place where senior leaders aren't so willing to take the heat?

It's hard. My best advice for them is not to be frustrated and to chip at what you can. Are there people who have influence over the mayor? If so, how can you get to those people?

The other part is figuring out interim steps. It's a compromise, but it at least gives you something to come back to later. There are places all over DC where getting the initial bike lane was hard. But now that it's there, you can come back five years later and make it protected. C Street Northeast is a great example of that — the bike lane is protected, but it took some time.

I'd like to ask you about La Sombrita, the [controversial Los Angeles project](#) that involved installing a small shade/light structure at bus stops. Many observers mocked the project's seemingly modest benefits. One person [tweeted](#): "By 2030 LA is going to have one bus running at 6 mph across the city, 3 apartments under \$3000/month, 16 Sombritas, and 580 nonprofits convening community stakeholders to determine best practices." That's obviously tongue-in-cheek, but I think it touches on a real concern about community engagement in urban planning — that it has become an obstacle. What do you think?

I think we can get there. Part of the reason why we can't get things done right now is because we aren't as inclusive as we need to be. The people we engage are those who are passionately for or against a given project. They're the ones who have the time to attend meetings. With those two groups pitted against each other, you can't reach those in the middle who might say, "I care, but I have 500 other things I need to deal with that are more important."

That's the challenge of public engagement. There are a lot of people who may support an ambitious project, but they're busy. That's why it's important to take things online, to go the street to engage people and get their feedback.

So I understand the critique, but it's a result of the process that we've had. We've empowered the most vocal people on both ends and ignored everyone else.

DENTON COUNTY TRANSPORTATION AUTHORITY TO TAKE OVER COLLIN COUNTY TRANSIT PROGRAM

By Colby Farr

The [Regional Transportation Council](#) approved the use of up to \$1.8 million for continuing the [Collin County Rides program](#) in Allen and Fairview after Sept. 30.

[Denton County Transportation Authority](#) is slated to continue transit services after [Dallas Area Rapid Transit's](#) contract for the program is set to expire later this year. The program provides transit services for seniors and individuals with disabilities, according to the council's July 13 meeting agenda.

THE GIST

The funds will be made up of about \$300,000 in local council funds, matched by Allen and Fairview, which will fund the first year. Any other operations would be funded by the [Federal Transit Administration Section 5310](#) Enhanced Mobility of Seniors and Individuals with Disabilities program funds.

Wylie, which is also serviced by the Collin County Rides program, is evaluating other options for transit. Staff will seek further action from the council if the city requests funding support for transit services.

[Senior Program Manager Shannon Stevenson](#) said if the council does not approve funding, the service may be suspended, and there could be gaps in coverage. Funding is accounted for in two phases because federal funds take time to get in place, she said.

Several agreements have to be approved by the Denton County Transportation Authority along with the cities of Allen and Fairview before services expire.

"We are doing everything we can to ensure that this service is not interrupted between now and Oct. 1," she said.

BY THE NUMBERS

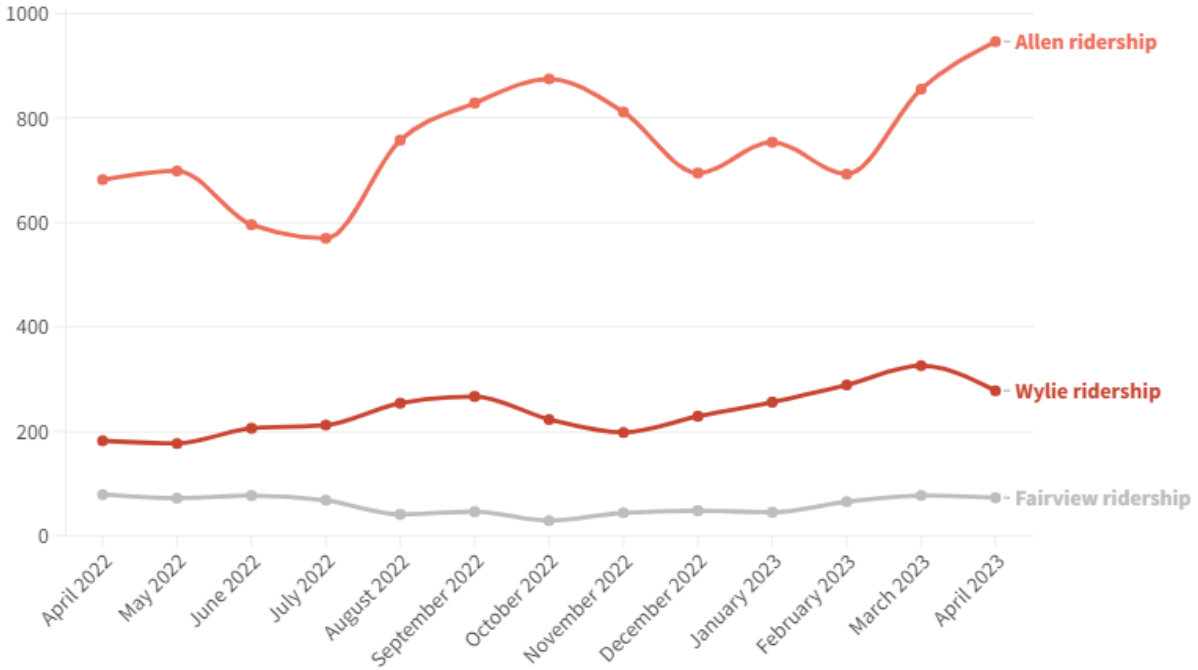
To qualify for the program, a registered user must be age 65 or older or have a qualifying disability, according to DART's website. They must also be a permanent resident of a qualified city.

Under the program, users can travel anywhere within Collin County as long as the origin or destination of the trip is within their resident city.

More than 400 users were registered as of April, according to a staff presentation.

Completed trips under the Collin County Rides program

Dallas Area Rapid Transit reported 426 registered users for the Collin County Rides program in April 2023. Riders can use the program to travel anywhere within Collin County.



ALSO ON THE AGENDA

In the same meeting, the transportation council also [approved \\$5.3 million for enhancements to the Silver Line Regional Rail Project](#). The amount was approved as a final component of mediations between Dallas Area Rapid Transit and the city of Dallas.

WHAT'S GOING ON WITH AIR QUALITY WARNINGS IN NORTH TEXAS THIS SUMMER? ALL YOUR QUESTIONS, ANSWERED

By Haley Samsel

The signs displayed across Fort Worth's highways can be intimidating. With summer heat rippling through the state, drivers zoom by screens blaring "OZONE WATCH" and warnings to stay inside.

If you're not familiar with the science behind air quality alerts — and why North Texas has [struggled to reduce ground-level ozone](#), also known as smog — you're not alone. Smog is created when pollutants from transportation, commercial operations and natural sources combine with sunlight and heat.

Through July 10, the region tallied 16 days where smog exceeded healthy levels. Those numbers are roughly similar to most previous summers at this point, said Jenny Narvaez, an air quality program manager for the North Central Texas Council of Governments. Last year was an outlier with 48 ozone warnings, becoming the worst air quality year since 2012.

More unhealthy ozone days are on the horizon as the region enters its hottest season in July and August, she said.

"We're just, like, the perfect nesting ground for ozone formation," Narvaez said. "With low wind, ozone tends to form and then it'll stay instead of being blow off by the wind. A lot of our summers are not very windy days, and humidity tends to drive it as well."

As poor air quality continues to affect North Texans, here's what residents can do to prepare and understand the challenges facing the region.

What do air quality alerts mean?

Daily air quality is measured using the [Air Quality Index scale](#) designed by the Environmental Protection Agency. The scale, which [uses a color code](#), gives a rough estimate of how polluted the air is each day and any potential health effects. Breathing in ground-level ozone can inflame and damage airways, aggravate lung diseases and increase the frequency of asthma attacks.

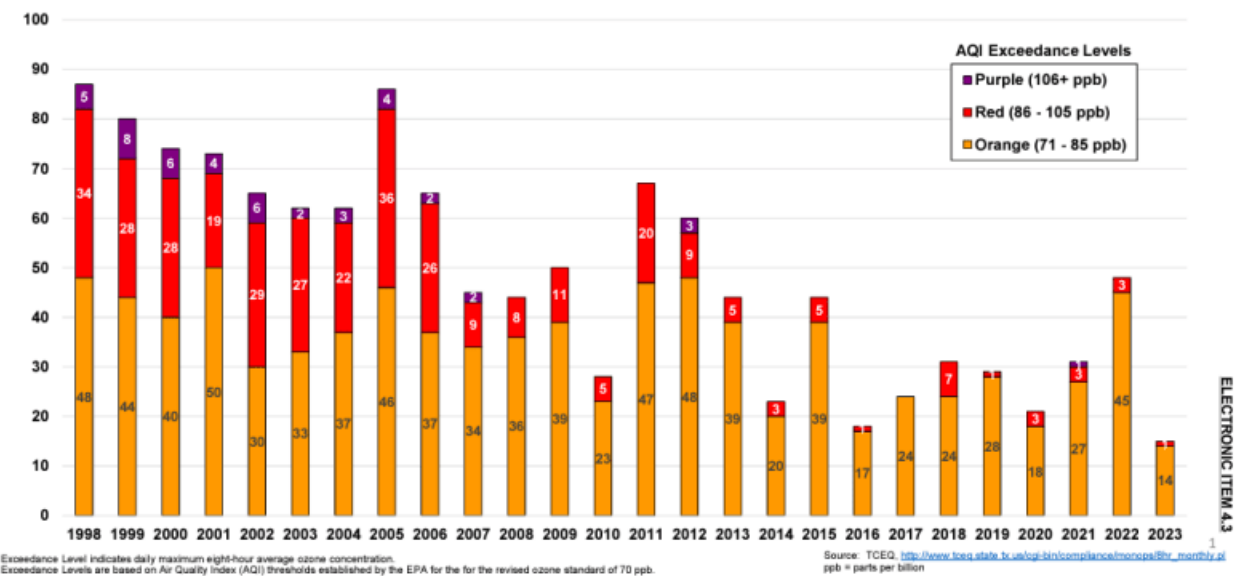
Here's how to interpret the index, according to the North Central Texas Council of Governments:

- **Green:** Air quality is good and no action is necessary to protect health. Ozone levels are between zero and 54 parts per billion.
- **Yellow:** Air quality is moderate. People unusually sensitive to pollution, including those with respiratory issues, should consider limiting prolonged or intense outdoor activity. Ozone levels are between 55 and 70 parts per billion.
- **Orange:** Air quality is unhealthy for sensitive groups, including children and adults with respiratory diseases like asthma. These groups should reduce outdoor activity. Orange warnings are the most common in North Texas. Ozone levels are between 71 and 85 parts per billion.

- **Red:** Air quality is unhealthy for everyone. Children and adults with respiratory issues should avoid prolonged outdoor activity. People who don't fit into those categories should reduce prolonged or heavy outdoor activity. For the past decade, red warnings have been uncommon in North Texas, with a high of seven alerts issued in 2018. This designation means ozone levels are between 86 and 105 parts per billion.
- **Purple:** Air quality is very unhealthy. Children and adults with respiratory issues should avoid all outdoor activity. Others should avoid prolonged or heavy outdoor activity. Ozone levels are between 106 and 200 parts per billion.
- **Maroon:** Air quality is hazardous, and the entire population is more likely to face health risks from spending time outdoors. The designation counts as a health emergency, and all people in the area should avoid spending time outside. Anything above 200 parts per billion falls into this category. This is extremely rare, but no longer unheard of — Canadian wildfires caused a “Code Maroon” in Ohio [last month](#).

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of June 30, 2023)



Ground-level ozone, or smog, has risen above healthy levels 15 times through June 30, 2023. (Courtesy image | North Central Texas Council of Governments)

What time is best to be outdoors?

The worst time periods for ozone conditions are about 10 a.m., after drivers have been on the road for their morning commutes, and after 5 p.m., when commuters head home from work, Narvaez said.

“We’ve had high ozone days that have been high up until 11 p.m. at night,” she said.

That means the best time for strenuous outdoor activity is in the early morning, before smog has had the chance to form. Narvaez noted that the hottest days of the summer are typically not the worst air quality days — the heat helps break the bonds that create ozone, she said.

Where to learn more

Sign up for air quality email alerts through Air North Texas [here](#).

Find current ozone forecasts and a calendar of ozone action days [here](#).

Get an overview of different regional initiatives to improve North Texas air quality [here](#).

Residents can plan ahead for poor air quality days by [using an email alert service](#) run by Air North Texas, a campaign led by the council of governments.

The campaign sends alerts when air quality is predicted to be in the unhealthy range and offers weekend forecasts so residents can plan to be outside on healthier air quality days. Air North Texas features tips for individuals, businesses and governments on how to reduce ozone pollution.

Those suggestions include reducing vehicle idling, postponing mowing until air quality improves and delaying business opening until 9 a.m. or later to reduce the number of cars on the road during rush hour.

North Texas faces fines if air quality doesn't improve

Beyond the daily air quality alerts, North Texas is facing [a key deadline](#) to improve its air quality and meet standards set by the Environmental Protection Agency. Last fall, the region [became a "severe" violator](#) of the EPA's 2008 ozone standards because its average smog levels lingered above the federal limit of 75 parts per billion.

If government officials fail to reduce smog levels by the end of 2026, the industries most responsible for air pollution in the region could pay \$45 million in annual fines to the EPA starting in 2028.

This hasn't been a good summer so far in terms of helping North Texas meet the requirements of the Clean Air Act, Narvaez said. Because the EPA standards are based on a three-year average of ozone levels, 2023 would need to have a lower number of ozone action days to bring air quality into compliance with the law. That doesn't seem likely, she said.

The council of governments is consulting with the Texas Commission on Environmental Quality on a plan to reduce ozone levels. Revisions of that plan are due to the EPA by May 2024.

"We follow this so closely because we have the federal requirements ... but we also have a focus on helping human health and plant and animal health," Narvaez said. "That's why it's so important to us as well."

DALLAS NORTH TOLLWAY EXPANSION CONTINUES AS SPRAWL SURGES NORTH

Up to 100,000 vehicles travel daily on the southern section near SRT in Frisco, NTTA says

By Susan McFarland

Now that the Dallas North Tollway extension over the U.S. 380 bridge is open and easing congestion in Frisco, Prosper and Celina, work to widen the highway continues in Frisco.

The U.S. 380 bridge's southbound entrance opened Feb. 20 and the [northbound lane opened March 11](#), and 11,000 vehicles traveled that stretch of the DNT on opening day in February, according to Michael Rey, media relations manager for North Texas Tollway Authority.

That extension put the DNT north to W. First Street in Prosper and is an important time-saver for those traveling on the DNT past the U.S. 380 intersection.

In August, crews began widening the DNT in Frisco from the Sam Rayburn Tollway to U.S. 380. The project, which will add an additional lane in each direction to help with traffic flow, is expected to be complete in late 2025.

Rey said the daily traffic counts in May ranged from 100,000 on the southern section near SRT to 88,000 on the northern section near Eldorado Parkway.

Related: [Frisco's \\$201M investment will result in 65 miles of road improvements](#)

Elizabeth Mow, assistant executive director of infrastructure for NTTA, said the project creates a dynamic economic engine for the region.

"North Texas drivers benefit from the Dallas North Tollway widening and expansion through better access to the places they live, work, shop and play," Mow said. "In turn, businesses and communities grow and thrive."

Also in the works is reconstruction of the intersection and the DNT bridge over Fields Parkway in Frisco. The northbound bridge was demolished last fall.

The southbound exit ramp at John Hickman Parkway will close for reconstruction, and NTTA crews will relocate the existing ramp to improve business access and traffic flow in [The Star District](#).

Rey said dates for the exit ramp closing have not yet been scheduled.

Crews in mid-2024 will begin construction on the DNT to continue its path north from W. First Street in Prosper to F.M. 428 in Celina. This project is currently in the design phase.

As [growth sprawls toward Oklahoma](#), more projects are expected.

More information is available at [NTTA.org](#).

MORE OF THESE COMING SOON? \$103M FEDERAL GRANT AIMS TO MODERNIZE DART BUS FLEET

Dallas is getting an eco-boost for 186 of its buses, by replacing them with low- or no-emission buses thanks to the \$103 million federal grant made possible by the Bipartisan Infrastructure Law.

By David Seeley

The next DART bus that rounds a corner near you may increasingly be likely to be good for the environment, and not just for a ride to the next stop.

Congressman Colin Allred (TX-32), a member of the Transportation and Infrastructure Committee, recently announced that Dallas Area Rapid Transit would receive a \$103 million Federal Transit Administration grant to help modernize its bus fleet with low or no-emission buses.

The new buses will replace about 186 currently in operation.

Allred submitted a letter of support to the FTA to help drive the grant through. The funding was made possible through the Bipartisan Infrastructure Law.

It's not just Dallas that's getting an eco-boost for its buses. Transit agencies across Texas—from Beaumont to Harris County to San Antonio to Waco—will be receiving more than \$183.8 million in total as part of this recent series of grant announcements.

Part of the 'single largest investment in transit ever'

"Because of our rapid growth, we need investments to bolster our local infrastructure and create more options for Texans to get where they need to go," Allred said in a statement.

"The Bipartisan Infrastructure Law was the single largest investment in transit ever, and this grant will help DART and other transit agencies modernize and upgrade their bus fleet to keep our cities healthier and thriving for generations to come," Allred added. "This is a great example of the Bipartisan Infrastructure Law delivering for Texas, and I will keep working to ensure it continues to deliver."

DART president and CEO Nadine Lee said the grant "will provide us the opportunity to replace a large portion of the oldest buses in our fleet, which is critical to maintaining a reliable transit system for our riders and providing a seamless customer experience."

DART began rolling its first long-range electric buses in March

In March, DART's [first long-range electric bus began regular service](#), with an almost 300-mile range—longer than many private electric vehicles now buzzing around Dallas streets.

The 40-foot-long Proterra ZX5 Max (seen above) achieves that by having six lithium-ion battery packs. Four are mounted under the bus, and two are mounted on the roof. Each battery pack stores 112.5 kWh of charge, for a total of 675 kWh.

\$25M for shared-use trail in Dallas and Plano

Allred also recently announced that DART would receive a \$25 million RAISE Grant from the U.S. Department of Transportation. The project will fund the construction of around 5.2 miles of shared-use trail in Dallas and Plano.

According to Allred, the Bipartisan Infrastructure Law, which the congressman supported, is estimated to deliver at least \$35 billion to Texas over the next five years, with \$15 billion allocated to date.

You can read the full grant list [here](#).

TEXAS TO RECEIVE MILLIONS IN FUNDING FOR BROADBAND INITIATIVES. TARRANT COUNTY WANTS TO GET A PIECE OF THE PIE

By Juan Salinas II

Commissioner Manny Ramirez wants Tarrant County to use federal funding to increase broadband access.

A newly announced program could help the county government do just that.

President Joe Biden's administration announced \$42.45 billion in funding last month, available to all 50 states, under the [Broadband Equity Access and Deployment program](#). Texas will receive \$3.3 billion of that total, which will then be allocated by the state to various municipalities.

"It's an opportunity to capture some federal dollars," Ramirez said at a commissioners meeting July 18.

Ramirez said he understands the city of Fort Worth is working on a grant proposal of its own, and he thinks it makes sense for the county to take initiative and help areas of the county that currently have low to no internet access.

"We have a lot of spotty areas in the unincorporated county, and even some in the incorporated," he said. "They don't have access to broadband fiber and internet connectivity."

Ramirez did not say how much in funding the county plans to seek.

The city of Fort Worth and the North Central Texas Council of Governments previously applied for [\\$182 million](#) in federal funding to improve internet access, safety and transportation in the Lancaster area.

Commissioner Roy Brooks pointed out that some residents in the county often had to rely on mobile hotspots and public WiFi spots during the COVID-19 pandemic.

About 10% of households in the county are without internet access, according to [BroadbandUSA](#). And 5% of county residents don't have devices, like computers and smartphones, to access the internet.

Not all areas of the county have equal access to internet services, Brooks said, and the commissioners should work to fix that.

Tarrant County Judge Tim O'Hare also expressed willingness for county staff to put together a grant proposal for the Broadband Equity, Access and Deployment Program.

The Texas Broadband Development Office anticipates it will start taking [grant applications for that funding in 2024](#), according to the Texas Comptroller of Public Accounts.

RIBBON CUTTING LAUNCHES NEW PUBLIC TRANSPORTATION IN DUNCANVILLE

By Staff

DUNCANVILLE, TX— July 18, 2023— STAR Transit, a regional public transit agency, held a ribbon cutting ceremony July 17th to celebrate the expansion of public transportation services in Duncanville. Residents can now hail rides within Duncanville and connect to other regional transportation networks.

The ceremony was held in collaboration with the City of Duncanville, the Duncanville Chamber of Commerce, the Duncanville Community and Economic Development Corporation (DCEDC), and the North Central Texas Council of Governments (NCTCOG).

Steve Martin, the President and CEO of the Chamber, opened the ceremony by highlighting the need for affordable public transportation as the city continues to grow. Barry Gordon, the Mayor of Duncanville, followed by saying, “As both the mayor and a resident, I am excited to welcome STAR Transit to the City of Duncanville. I anticipate that this accessible transit option will enrich the quality of life for our seniors, persons with disabilities, or anyone needing to get around our fine city.”

Two service options are available in Duncanville. Dial-A-Ride service can be booked between one business day to two weeks in advance and allows riders to connect with DART and other regional transportation networks. STARNow trips can be booked via the call center or the STARNow app and offer same-day service within the Duncanville area.

To book a ride, download the STARNow app on the Apple App Store or the Google Play Store, or call (817) 631-5278. Se habla español. To learn more about STAR Transit routes and services, visit www.STARtransit.org.

“Our citizens now have an affordable mobility resource that can get them to the grocery store, the doctor, or out to enjoy a meal with friends at a local restaurant,” Mayor Gordon concluded before the ribbon cutting.

THIS NORTH TEXAS CITY JOINS OTHERS TO FIGHT ONCOR'S PROPOSED HIGH-VOLTAGE TRANSMISSION LINE

By Elizabeth Campbell

Hundreds of residents crowded into an unairconditioned gym last week to hear about Oncor's proposal to build a high voltage transmission line that the state says is needed to maintain the grid's integrity as growth ramps up in Denton and Wise counties.

[Justin officials put the call to action](#) on the city's website, urging residents to oppose Oncor's proposed routes, which they say could impact new homes, a town center in the works and a beloved city park with a veterans memorial.

Oncor [delivers electricity from power plants](#) through transmission and distribution power lines. It plans to build a transmission line from a switch near U.S. 287 and Texas 114 south of Rhome to one southeast of Interstate 35W and FM 1171 in Flower Mound. [The steel towers carrying the lines](#) will be 120 to 175 feet tall, with four arms on each side.

Mayor James Clark estimated that over 250 people came to the July 13 meeting, including people from Rhome and New Fairview, Argyle and Northlake.

"There is just so much movement of people coming in this direction," he said. "There are so many homes coming not just in Justin but farther to the west. This power line is not for Justin, it's out west of us."

Flower Mound spokesperson Melissa Demmitt said the city has encouraged property owners to submit their comments about the route, and the Town Council has expressed concerns and has had discussions with regional and state leaders.

Argyle passed a resolution in December [opposing transmission lines through its town](#) and authorized the administrator to take "necessary action" to oppose routes through the town. The [latest proposed routes do not include the town](#). Neighboring Northlake passed a resolution in January [urging a southern route](#) for the transmission line.

Oncor spokesperson Kerri Dunn said the high-voltage lines are needed because of the "incredible growth" in the area. Dunn said the project will benefit the homes and businesses along the proposed route.

"We are very committed to making sure that we are available to these communities," she said.

Clark acknowledges that the project is necessary [but but he said there are alternatives](#).

The Electric Reliability Council of Texas, which manages the state's power grid, deems the project as critical to maintain reliable transmission, according to Oncor.

The Public Utility Commission of Texas is taking comments until July 24 and will decide on a route in early December, Clark said.

Growth in Justin

Justin, once known for its rural atmosphere, is experiencing the explosive growth seen throughout North Texas. The city's population of 6,000 is expected to double in five years, Clark said.

He said the proposed routes could also affect the development of Reata Ridge where mature trees grow along a creek.

Justin is developing a 36-acre town center project, which will be home to medical offices, shops and restaurants. Clark said he couldn't comment on stores and restaurants are coming.

Plans are also in the works to build a new city hall in the town center. The city has invested \$8 million in the development, which Clark said will change the face of the community.

Justin is not the only community with concerns about the project.

Clark, who moved from Pilot Point to Justin about 10 years ago said he came to the community initially because it is close to Dallas/Fort Worth Airport for his business travel.

But he stayed because of the small town charm.

"What kept me here is the citizens and the close-knit family feel."

DEVELOPMENT BOOMS ON OUTSKIRTS OF DALLAS-FORT WORTH AS SPRAWL SWALLOWS SMALL TOWNS

By Eleanor Dearman

Leah Combs and her husband kept moving north.

They lived in Dallas when they first got married before they moved to McKinney. Then they needed space for their growing family, so they left for once-rural Celina. Now, the town they call home has more than doubled in size in the past few years.

As she sat outside, her sons fishing at a neighborhood pond, there's still a sense of living in the country — if you can look past the rows of houses surrounding the outdoor space.

If it gets any more populous, it may be time to move again.

“You step outside this neighborhood, and you're like, ‘Oh, there's a lot of construction going on,’” Combs said.

Her neighborhood is already well established, but throughout the area and in other pockets of the Metroplex new homes are going up on what were once miles of open land. And people are coming, as they, like Combs, move out of the city in search of space and savings.

Texas is home to [four of the nation's 10 largest cities](#): Houston, San Antonio, Dallas and Austin. Georgetown, Kyle, Leander and Little Elm are [among the five fastest growing](#) cities with over 50,000 people.

But as big cities boom, smaller cities and towns on the edges are growing just as fast, if not faster.

“People are still flocking to Texas and particularly Fort Worth in the surrounding areas,” said Bart Calahan, president of the Greater Fort Worth Association of Realtors.

[The area is going to keep growing](#), he predicted, and as more people come, housing availability and accompanying infrastructure and services like roads and schools try to keep up.

The development being seen throughout North Texas is something Combs is living firsthand.

“It just keeps getting bigger, and they're trying to keep up with it,” Combs said.

She pointed out newly built utility poles visible in the horizon. Smoke from a nearby concrete plant can sometimes be seen, she said. There's also [a new H-E-B planned in Celina](#).

“It's all supposed to be right around here, and as much as we'd love to not be right in the heart of it, it's hard to avoid,” Combs said. “It's growing so fast.”

Living on the edges of a growing North Texas

Celina was a draw for Combs in 2016, when her home was purchased, because the family could get a home practically in Prosper for thousands less than living in the city itself. She liked the small town feel in the outskirts of the busiest parts of the Metroplex. The town north of Frisco is as close to Oklahoma as it is to downtown Dallas.

But now everyone is feeling the growth. Her kids' sports teams are indicative of that, as more people move to the area from the West Coast, she said. The town's population doubled between April 2020 and July 2022, according to a Star-Telegram analysis of U.S. Census Bureau figures.

And it's not just Celina that's swelling. Josephine in Collin and Hunt counties has grown by 226% in the same time period. Godley has grown by 84% and Haslet by 74%.

HOW MUCH HAS YOUR CITY'S POPULATION CHANGED?

Search through [this list of the cities and towns in Tarrant, Dallas, Collin, Denton, Ellis, Johnson, Parker and Wise counties](#) to see how their population has changed.

Krum has seen about 570 new people — 10% growth — between April 2020 and July 2022. A lot of the growth is outside the city limits, said Nick Vincent, the finance director and city administrator for Krum.

The rural atmosphere, access to good schools and affordability make it an attractive destination, he said.

There is still separation between Krum and Denton, a city of more than 150,000 just nine miles away, but Vincent suspects the undeveloped land between the two communities and they'll blend seamlessly.

"When you're in Denton, you're in Krum, very much similar to the way Louisville and Carrollton and Corinth — when you leave one city and go to the next, you really don't know when you're in that next city," he said. "There will definitely be that time, and it will come faster than you think, probably."

[Rising mortgage rates](#) have dampened some of the demand for housing, but it remains strong, said Don Allen, a North Texas developer and past president of the Greater Fort Worth Association of Builders.

Most tracts of land within more urban areas have already been built out, so redevelopment there tends to focus on more dense housing. For buyers wanting traditional, detached single family homes, the growth is outward from Fort Worth to the north, west and southwest, as well as to the north, south and east of Dallas, Allen said.

"It's just where we can build new lots to build new homes," he said, when asked what's driving people to the Metroplex's perimeter.

That's not to say there's not demand for more housing in the interior of already built out cities and towns.

"The demand is for new multi-family, the demand is for new in-town denser development, the demand is for suburban detached development," Allen said. "We need all of these housing components to address the demand of people that need to buy houses. The answer is not one answer, the answer is we need all of them."

'It was just our turn to expand'

As Lisa Palomba sees it, it was Josephine's turn.

The town sits 25 miles east of Plano and has seen its population jump by about 4,813 people between April 2020 and July 2022, according to census estimates. Some residents whose family have lived in the area for decades don't like the growth and development that comes with it, said Palomba, the city administrator.

"I don't blame them," she said. "I understand. I lived in Rockwall when Rockwall was teeny-tiny, and I get it. But what are you going to do? Once those suburban rings start to expand, it's really, really hard to stop."

Affordability, particularly for first time homebuyers, and a transition to working from home during the COVID-19 pandemic have driven people to the community, she said. But beyond that, sometimes the growth just catches up to you.

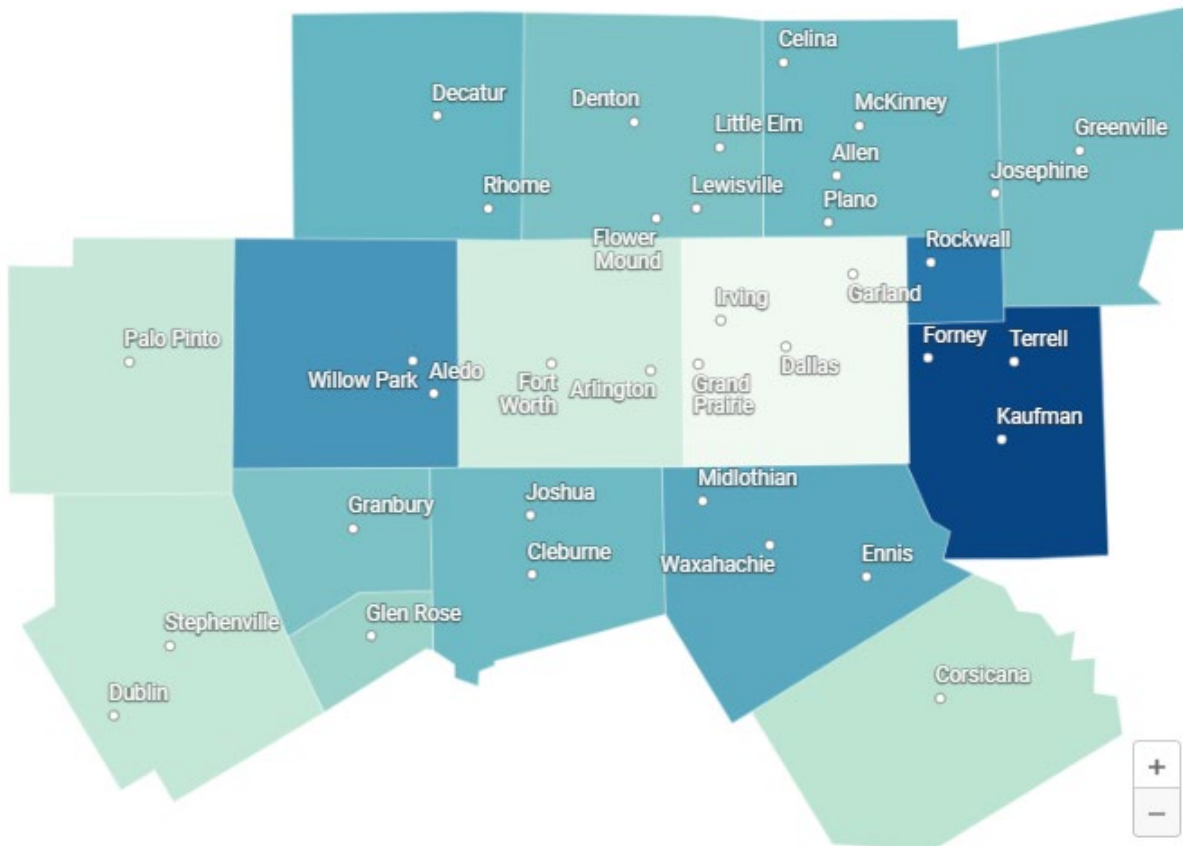
"We were just positioned in a place where it was just our turn to expand," Palomba said.

Living on the edges of more built out communities does come with challenges. Developing land [means constructing roads](#), grocery stores and other necessities for residents, which brings traffic and noise.

Population change in North Texas counties

Explore the change in population in Tarrant County and its surrounding counties for the time period of April 2020 to July 2022.

Percent Change



“The only con is giving the the cities time to build the infrastructure,” said Calahan, with the Greater Fort Worth Association of Realtors. “The water, the wastewater, electricity, internet. Giving them time to keep up and catch up.”

Josephine has been grappling with just that in recent years, and recently approved its first comprehensive land use plan, to set guidelines for development, such as where green space should be retained and establishing potential commercial districts.

Then there’s the transitioning from a volunteer fire department, getting roads expanded and attracting commercial businesses — efforts that are still in the works.

One business they’d like: A grocery store in town. The closest one is about eight miles away, Palomba said.

“We’re small and we can’t offer a lot of incentives at this time, but if there’s somebody out there who would like to invest a little bit in Josephine, we are ready to talk to them,” she said.

From a transportation standpoint, you’d want as much of the development as possible to be filling in the Dallas-Fort Worth-Arlington area since infrastructure is already established, said Mike Morris, director of the North Central Texas Council of Governments.

“The real problem is when the suburban grown occurs in the areas where we don’t have infrastructure, and then because of safety and congestion and reliability, and real issues like we have — police and fire can’t get on the other side of the railroad tracks because there’s no grate separation — then it becomes a transportation problem, and that’s the situation that we’re in, in a lot of the region,” Morris said.

The region is growing by an estimated million people every seven years and the population center continues to trend north, he said.

“Growth clearly and the pressure on housing and housing costs clearly is a real problem,” Morris said.

There’s also the commute to work, for those whose jobs require they go into the office in person.

“If I’m not having to do like an hour commute on a daily basis, that should still be fine,” said Askay Dagat, who lives in Celina but sometimes drives to Plano for work. “But I think for Texas standards, 45 minutes is pretty much business as usual.”

Dagat’s never lived a particularly rural lifestyle and is comfortable with the development, given he was able to get a bigger house at a more affordable price.

“We’ll have to embrace the change,” he said.

Schools also have to keep pace with the growth.

“Even with school districts, giving them time to build schools and get quality teachers there is a challenge at times, because they just grow so fast,” Calahan said.

One reason people my move to the outskirts, rather than the city is the quality of schools, Morris said.

Those without school-aged children, residents who are younger or older, they often like the uptown feel because they [can live and work in the same area and easily access restaurants and entertainment](#). The middle-years when people have families, they're looking at where they can get the best school district in an area they can afford, Morris said.

Take the Northwest school district, which includes Rhome, Justin, Roanoake and Haslet. In the past decade, [enrollment has jumped by more than 23,000 students](#), the fastest in Dallas-Fort Worth, according to the district. [Voters approved a bond proposal](#) in May to build a high school, a middle school, four elementary schools, four early childhood centers and replace two elementary.

The community understands that growth is coming, said Tim McClure, Northwest's assistant superintendent of facilities. He often jokes that they're "part of the problem" because they all moved here just like he did. But, now that they're here, they're all ready to support the growth process.

"I have to acknowledge the fact that our community is willing to support bond elections, because if we don't pass bond elections, we don't have the funds available to build the construction and keep up with it," he said at the Thursday groundbreaking ceremony for Alan and Andra Perrin Elementary School near Justin.

An opportunity for investment

New homes popping up on the edges of Dallas-Fort Worth [have not been immune to rising prices](#).

Look at Krum, where the median home value for 2017-2020 was \$208,000, according to the U.S. Census Bureau. Now, Realtor.com lists the median price of homes sold in June at nearly \$385,000.

Or Celina, where homes sell for \$634,000 compared to the median price of \$339,400 in 2017-2021.

In Josephine, median home prices have increased by 73% from the 2017-2021 median price, as of June 2023. According to Realtor.com, median listing prices have more than doubled in Rhome since July 2020, where [where 10,000 new homes are planned](#) and you'll see signs for new developments along Main Street.

[Supply costs have increased since the pandemic](#) and the costs that are reflected in home prices, said Allen, the past president of the Greater Fort Worth Association of Builders.

But, generally speaking, the farther you get outside the city, the cheaper the land, which translates to a lower house price, he said.

"Listings for resale homes are still incredibly low," he said. "So anyone looking to either buy their first new home, to move up to a larger home or someone relocating to Dallas-Fort Worth, all those people have fewer options to buy in the resale market, and there's tremendous competition for those. That obviously then creates more demand for new homes to help fill that gap."

David Hray, his wife and daughter unloaded a moving truck on a Saturday in June outside their new home in a DR Horton community in Krum, about eight miles west of Denton. They looked at several options for moving, having previously lived in a Denton apartment.

As you look along U.S. 380 toward Plano and McKinney, the homes were expensive, lots packed close together and traffic bad, he said. In Krum, for a lower price, he was able to get more space.

“One of the reasons why we like Krum is because it’s kind of like country living, but we’re close to everything,” he said. “We’re real close to Denton and 380 and the mall.”

But everything north is cow and horse pastures and farmland.

“It’s just a little bit of both worlds,” Hray said.

He expects the development to keep moving north and sees an investment opportunity.

“One of the things that attracted me as an investment property would be to get in on the ground floor, and hopefully as that expansion starts coming north, we’ll be able to get as much money out of our house as we bought it for,” Hray said.

PUBLIC WORKS OFFICIALS STRIVE FOR A BETTER CLEBURNE

By Matt Smith

“We’re going to have a lot of ribbon cutting ceremonies coming up,” Cleburne Mayor Scott Cain said of the many public works projects in the planning or development stage.

Cleburne Public Works Director Jeremy Hutt updated Cain and council members on those projects during Tuesday’s meeting of the Cleburne City Council.

Given that public works plans and projects ongoing span a “broad spectrum,” Hutt limited his focus to highlights and a broad overview of the several facets of the public works department.

May 6 brought heavy rainfall and high winds, for example.

“Which brought downed limbs and other problems,” Hutt said. “Our crews responded immediately and stayed out throughout the night. Once daylight hit on May 7 we realized the amount and extent of the damage.”

The sanitation department’s reserve grapple truck hit the streets to collect limbs and debris while the street department employed backhoes and dump trucks to clear debris.

“Because of the significant amount of downed trees, they worked extended hours for about an month trying to clear all the brush,” Hutt said.

Partnerships play a huge role as well, Hutt said. Those include partnerships with private developers working with the public works department to ensure proper and quality installation of streets and other infrastructure in new subdivisions. Such is not the case everywhere.

“Other cities have seen challenges from five year old subdivision where things weren’t done right and they’re having to look at going in and replacing all that,” Hutt said.

Partnerships too, Hutt said, with regional entities such as the Texas Department of Transportation, the North Texas Tollway Authority, North Central Texas Council of Governments and others.

Talks are underway, albeit in the early phases, of expanding the Johnson County portion of the Chisholm Trail Tollway, for example.

Equally important, Hutt said, is customer service and public works department efforts of recent years to improve the culture of customer service.

Hutt touched upon the department’s various resident feedback programs including the See Click Fix Program.

That app allows people to take pictures of or report things like potholes, downed signs and so forth,” Hutt said.

Feedback garnered during the resident comments section of each city council meeting help too.

One resident in May broached the challenge of Ferguson Road at the intersection of West Henderson Street.

The road's poor condition caused motorists to drive down the middle of the road.

"When you get to the intersection and you're parked in the middle of the road waiting to turn that causes problems for anyone wanting to turn off Henderson onto Fergason," Hutt said.

Challenges arose given that the city controls a portion of Fergason Road with the county controlling another coupled with the fact that TxDOT controls West Henderson Street.

Nonetheless, within a month and a half, city workers were able to mitigate the situation by widening Fergason Road at the intersection.

"I think that goes to show that we do listen to our residents when they provide input and express concerns," Hutt said.

Something Cain encouraged and praised.

"You mentioned the key aspect when you talked about changing the culture to more customer service oriented," Cain said. "Because that was not always the culture in Cleburne, Texas, but you and your department's teamwork has really been phenomenal. You guys are really doing that and improving the customer aspects of that."

Less drought

Drought situations have improved markedly since last year in Cleburne, Hutt said.

"That was a major topic last year," Hutt said. "But it's been kind of quiet lately because we've gotten some good rain, which helped replenish our lake."

Last October Lake Pat Cleburne sat at its lowest level in 20 years more than 9 feet below capacity and only 51.9% full.

Although still 3 feet below capacity, Lake Pat now sits 82.4% full and in much better shape than last year.

To mitigate hot months and possible future drought situations, the city recently implemented year round watering schedules for residents and businesses.

More help is on the way thanks to the West Reuse Pipeline Project. The 4-mile, 20-inch diameter line will transport reclaimed effluent from the Cleburne Wastewater Treatment Plant back into Lake Pat Cleburne depositing a minimum of 2 million additional gallons of reuse water into Lake Pat every day.

Work on that project is underway, and ahead of schedule, with completion set for early 2024.

A huge project also underway is expansion of the wastewater treatment plant, which will increase plant capacity by 40 percent.

That project, now 72% complete, should wrap up early next year, Hutt said.

Hutt spoke of water and other capital improvement projects in the works or in the planning five or more years out. Planning to ensure proper foresight and maintenance of city infrastructure into the future.

Work continues on the expansion of Sparks Drive and should complete later this year.

The project, which includes installation of a bridge over Buffalo Creek, will connect the existing portion of Sparks Drive to the Chisholm Trail Parkway thereby enhancing access.

REGIONAL TRANSPORTATION COUNCIL TO PILOT AUTOMATED VEHICLE PROJECT

By Colby Farr

The infrastructure for Las Colinas' vacant [Area Personal Transit System](#) may serve as a testing ground for a next-generation people mover system after [Regional Transportation Council](#) action July 13.

What happened

Council approved \$500,000 for design of a modernization pilot to be retrofitted to a segment of the system's existing guideway. The project, which was identified as part of an [Automated Transportation Systems Development study](#), aims to retrofit the infrastructure so automated vehicles can operate on the guideway.

[Transportation Director Michael Morris](#) said the project is a great way to test ATS technologies on the vehicle side as infrastructure research continues.

"It's not a bad way to actually test the mettle of—is the autonomous people mover system going to be a logical path forward for us?" he said.

Funding will come from the [Surface Transportation Block Group Program](#), according to the meeting agenda. Council also approved funding of up to \$500,000 for staff to support other ongoing ATS pilot projects throughout the DFW region.

[\[MAP\]](#)

The background

The North Central Texas Council of Governments identified an opportunity to retrofit the guideway with ATS vehicle technologies while conducting an Automated Transportation Systems Development Study in consultation with [Lea + Elliott Inc.](#)

The study was completed in early 2023 and aimed to develop guidelines for deployment of ATS systems in the region. It's available online and provides information on available ATS vehicles, set standards for grade-separated infrastructure and more.

During the July 13 meeting, [Program Manager Brendon Wheeler](#) said the guideway would require few changes to implement an ATS vehicle so costs would be minimal.

"We wouldn't have to tear out any of the columns, tear out any of the bridge structure," Wheeler said. "That would all remain in place."

How we got here

The guideway was previously used for Las Colinas' Area Personal Transit System service which was operated by [Dallas County Utility and Reclamation District](#). The service was suspended in

2020 however, and the district had requested the council of governments to review if the guideway could be retrofitted.

After completion of the study, the district had accepted a proposal from the council of governments to move forward with a pilot project in March.

What else

The action signifies another step for the council in exploring next-generation automated transit systems.

Council had previously approved funding in 2020 for pilot projects in the [Dallas International District](#) and [Arlington General Motors Plant](#). Those projects are in the predesign development phase with construction expected in the next three to four years.

Notable quote

[Irving Mayor Brad LaMorgese](#) voiced support for the action and pointed out that the segment is currently planned to reach the businesses and the entertainment district.

“We’re only building more buildings over there, so I think it’s going to be a great use,” he said.

Also on the agenda

In the same meeting, the transportation council also [approved \\$5.3 million for enhancements to the Silver Line Regional Rail Project](#) and up to [\\$1.8 million for continuing the Collin County Rides program in Allen and Fairview](#).

MARSHALL RESIDENTS HONORED FOR YEARS OF EFFORTS IN AMTRAK I-20 CORRIDOR PROJECT

By Jessica Harker

Community leaders, politicians, transportation leaders and more from across the country gathered together this Friday to honor the efforts of Judge Richard and Christina Anderson in the ongoing Interstate 20 corridor passenger train project.

“You all see this train as an opportunity for cities just like Marshall, that why you haven’t given up on it,” said Knox Ross, Chairman of the Southern Rail Commission.

Since 2007, the Andersons have been dedicated to the fulfillment of the I-20 corridor passenger train project, which would establish a connection between Dallas/Forth Worth and Atlanta, which has not been accessible via train for over 50 years.

The project would not only connect Dallas to Atlanta, but also include a range of stops locally, including in Marshall, Longview and Mineola, connecting the small East Texas towns with two of the largest growing urban areas in the country.

The Andersons saw the value in the creation of this project, not only for the people of Marshall, but for the country at large, and worked tirelessly as volunteers for over a decade to see the project come to fruition.

The couple traveled on their own dime, raised funds for the project, connected with local municipalities, transportation leaders, centers of education affected by the corridor project, and so much more to bring all of these entities together in favor of the project.

On Friday this week, the two were honored for this work, which in 2023 finally led to Amtrak officially proposing to establish the I-20 corridor as one of three top priorities for improvements to its national network.

This, along with the funds the Andersons have been able to work to collect over the years, could finally see the project come to fruition.

“This current effort is as close to reality as this project has ever been,” said Gregg County Judge Bill Stoudt during the event.

When this monumental accomplishment was announced by Amtrak, leaders from Amtrak, TEMPO, and other agencies wanted to honor the Andersons for all of their volunteer work in favor of this project.

To do so, all of these entities gathered together at the Marshall Grand this week, each taking turns to honor the Andersons and the work they were able to accomplish.

Representatives included Michael Morris, director of transportation for North Central Texas Council of Governments; Ray Clark, with the I-75 central corridor coalition in Atlanta; Commissioner Roy Burrell, president of the Caddo Parish Commission; Jay Fountain, a retired Amtrak long distance route director; and more.

The keynote speaker for Thursday's honorary event was Joy Smith, the Amtrak Senior Director Emeritus, who spoke on not only the Andersons' accomplishments, but also their tenacity and professionalism.

"There is no such thing as can't when it comes to the Andersons," Smith said, "I know the greatest thing you two want is to see the train come, and it is going to come."

Smith also mentioned the time and money that the Andersons have dedicated to this project, emphasizing that Amtrak has never paid either of them for their years of efforts.

"They knew what they were talking about, and they knew what it was going to take to get it done," said Lou Walker, Former Bossier City Mayor.

Dozens of community members gathered together for the event on Thursday, with many traveling from across the country to honor the Andersons, who added that they hoped every person there would put their full support behind the I-20 corridor project.

"More than anything, this is celebration of leadership, and none of this could have been accomplished without the people in this room today," Richard Anderson said.

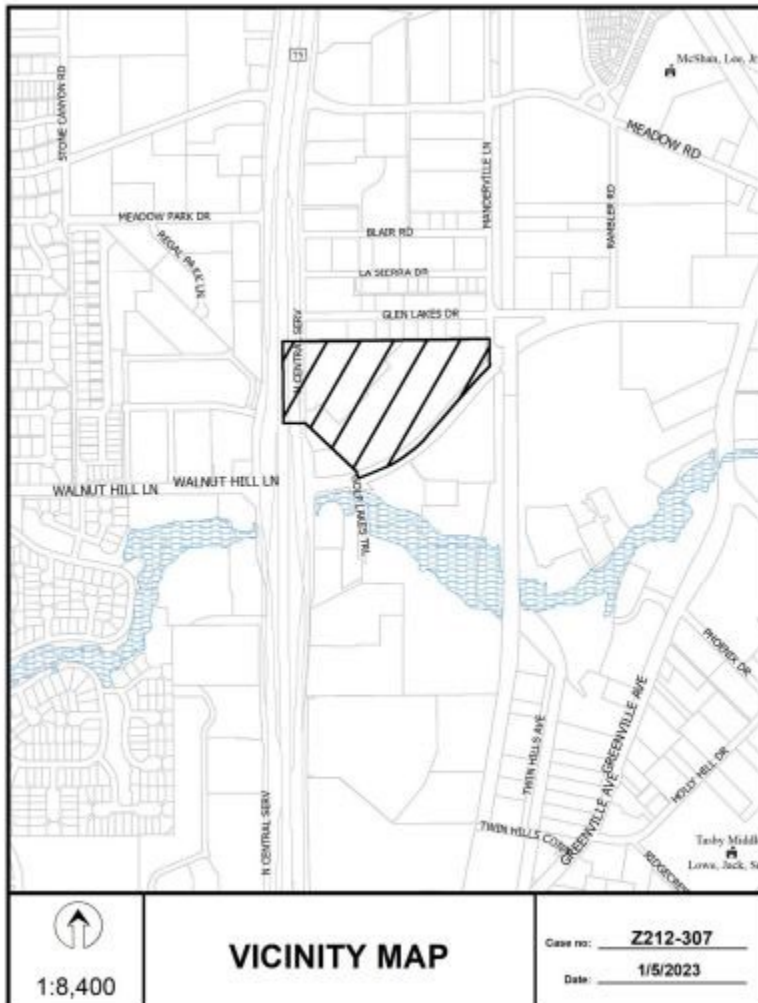
DALLAS CITY PLAN COMMISSION TO CONSIDER TRANSIT-ORIENTED DEVELOPMENT ON WALNUT HILL LANE

By April Towery

The Dallas City Plan Commission will hear a rezoning case Aug. 3 that could pave the way for apartments along the north line of Walnut Hill Lane between North Central Expressway and Manderville Lane.

The area near Dallas Area Rapid Transit's [Walnut Hill](#) station is already zoned for regional retail, mixed-use, and planned development.

"The property is currently developed with a variety of retail, restaurant, personal service, and office uses," according to the [staff report](#).



The applicant for the 19-acre tract is listed as "The Hill Owner," represented by [Tommy Mann](#) of Winstead.

A rezoning would consolidate the property under a new Planned Development District for MU-3 Mixed Use, which allows the shopping center to remain as-is while allowing for apartments to be developed nearby.

Proponents are billing the item as “[transit-oriented development](#)” — something city leaders have agreed is needed — because of its proximity to the [DART](#) station.

Staff recommended approval subject to a conceptual plan, development plan, tree preservation plan, pedestrian improvement phasing plan, and staff’s recommended conditions.

Originally scheduled for a July 20 CPC meeting, 18 speakers signed up to support the zoning change before an announcement was made that it would be deferred to next month.

District 13 Housing

The proposed development would be in Dallas City Council District 13, represented by Councilwoman Gay Donnell Willis.

Willis was at the forefront of the recent [short-term rental debate](#), advocating for the residential STR ban that ultimately [passed](#) in June. Willis also has advocated for using grant funds to house the homeless and providing resources to first-time homebuyers.

Residential development near the proposed rezoning site includes the upscale [Glen Lakes](#) and Preston Hollow Village apartments.



Preston Hollow Village on nearby Firefall Way

Recent debates have brought to the forefront potential safety issues surrounding apartment complexes, and it’s not clear yet whether the Walnut Hill proposal will be well-received by the

City Plan Commission or the Dallas City Council, which would likely hear the matter in late August or early September.

Multi-Family Housing on Walnut Hill Lane

According to the staff report:

The proposed request would allow the construction of up to 1,200 multifamily units for the entire Planned Development if all units are market rate, or up to 1,740 multifamily units if mixed-income housing is provided.



Under the applicant's request, development bonuses are available if a minimum of 5 percent of the total number of units are available to households earning between 61 and 80 percent of [Area Median Family Income] and an additional 3 percent of the total number of units are available to households earning between 81 and 100 percent of AMFI.

If the project is developed with the greatest possible number of multifamily units under the applicant's request, this equates to 87 units at 61-80 percent AMFI and 52 units at 81-100 percent AMFI, for a total of 139 affordable units.

Dallas City Staff Report

Under city staff's recommendation, development bonuses are available if certain criteria are met related to area median income.

"The applicant requests development rights to allow an increase in dwelling unit density, leveraging their proposal to provide urban design standards and ensure the development has an affordable housing component," the report states.

ELECTRIC VEHICLE COMPONENT SUPPLIER PLANS TO ADD 120 JOBS, INVEST \$21M IN FORT WORTH PLANT

By Bob Francis

A major supplier to the electric vehicle industry is planning to invest \$21 million in a south Fort Worth plant that will bring over 120 new jobs by 2025.

[Junchuang North America Inc.](#), a provider of advanced technical solutions for the electric vehicle market, has leased a 55,000-square-foot industrial facility at 46 Ranch Logistics Park in south Fort Worth.

The plant in Fort Worth will serve as the company's North American research and development hub, where it will work on providing specialized plastic components to support the electric vehicle market. JCNA is the North American business of [Suzhou Junchuang Auto Technologies Co., Ltd.](#), an auto parts manufacturer based in Suzhou City, China. The company currently supplies a number of brands in the electric vehicle market, including Jaguar, Land Rover, Ford and Mazda.

"JCNA's expansion into Fort Worth is a great asset to the city and the region – not only because of their extensive knowledge and expertise within the (electric vehicle) industry, but because their presence here further strengthens North Texas as a hub for companies who are pushing to innovate and pursue more sustainable forms of energy," said Robert Sturns, economic development director for the city of Fort Worth.

A plant under construction in north Fort Worth, [MP Materials, will manufacture materials needed for batteries that power EVs. That, along with the](#) GM assembly plant in Arlington, positions the area to be a key player in the EV industry, Sturns said.

No incentives were provided for the plant by the city or the state, according to the Fort Worth Economic Development Department.

Robert Allen, CEO of the Fort Worth Economic Development Partnership, said the discussions with the company began some time ago.

"These things take time, and this really predated the setting up of the Economic Development Partnership, but we've been excited to work with the city's economic development team, the chamber and Stream Realty on this project," he said.

The company has a focus on higher tonnage [injection molding](#), complex insert molding, and liquid silicone rubber assembly for the electric vehicle's power electronics, drive units and battery systems. The products help companies use plastic in place of steel, reducing weight and increasing fuel efficiency, according to the company.

"Fort Worth offers a strategic location with a robust business environment and a skilled workforce," Vinson Yang, company president and chief creative officer, said in a news release.

DALLAS MORNING NEWS

UT DALLAS, DEVELOPER TEAM UP ON TRANSIT-ORIENTED PROJECT WITH HOMES, OFFICES, AND SHOPS

The project would be near the UT Dallas campus and along DART's new Silver Line connecting to DFW Airport.

By Steve Brown



The planned mixed-use project would be built adjacent to DART's new Silver Line station north of UT Dallas.(DART.)

Richardson has given preliminary approval to a major new transit-oriented development.

The Points at Waterview project would be built on [DART's new Silver Line](#), which runs to DFW International Airport. The 36-acre development site is north of the UT Dallas campus.

Dallas developer Wolverine Interests and UT Dallas are asking Richardson for approvals for the mixed-use project, which will have a maximum of 4,000 residential units, up to 500,000 square feet of office space, 40,000 square feet of retail space and two hotels with as many as 300 rooms each.

Wolverine owns 15 acres of the site, which is occupied by a five-story office building. UT Dallas has the property adjoining that tract.

"The proposed planned development will accommodate transit-oriented developments, which are developments located at DART's light rail stations as well as the future Silver Line station located along the southern boundary of the subject property," according to the city.

Richardson's planning and zoning commission gave unanimous approval for the proposed zoning change.

Wolverine CEO Jim Leslie said he expects the City Council to consider the project in September.

Preliminary designs show seven building sites on the property with a large open space facing the new DART station.

The Points at Waterview is one of several large transit-oriented developments in the works along the new 26-mile commuter rail line connecting DFW Airport with Plano. The rail line is scheduled to start running at UT Dallas in 2026.

The station north of UT Dallas is expected to be one of the busiest stops on the new rail route.

[Dallas' Wynne/Jackson](#) built the nearby Northside residential and retail development that has housing for hundreds of UT Dallas students.

Wolverine Interests is an investor and developer of a series of North Texas properties. Last year, the company acquired a [four-building office campus](#) in Las Colinas.



The development site is north of the UT Dallas campus.(City of Richardson.)

H-E-B AND INFLATION SHAKE UP THE DALLAS-FORT WORTH GROCERY MARKET

Dallas-Fort Worth grocery pie is bigger and traditional grocers Tom Thumb, Albertsons and Kroger are on the defense.

By Maria Halkias

Dallas-Fort Worth, your collective grocery spending increased by almost 17% last year to a whopping \$28.2 billion and while the population grew again, the increase wasn't just driven [by more mouths to feed](#). Inflation was the main reason, and it worked to Walmart's advantage as a perceived low-price retailer.

With all the investment in local grocery retailing over the past decade, [Walmart](#) still dominates in D-FW and has gobbled a new slice of market share. Traditional supermarket chains have been busy remodeling their stores and planning new ones as Texas regional grocery giant [H-E-B opened its first doors in the market](#). And consumers? They're back to breaking up their grocery baskets and shopping with multiple retailers again.

After being one of the biggest winners of the pandemic, shoppers again turned to Walmart during last year's 40-year record high inflation.

Walmart's D-FW market share from its 109 local Supercenters alone increased significantly by 2.8 percentage points to 27.68% of the market, according to data compiled by Chain Store Guide that excludes pharmacy and general merchandise sales. When Sam's Clubs and Neighborhood Markets are added, Walmart's local share was more than a third, or 37.3% of the region's spending on groceries last year.

Food prices have moderated in some categories like eggs and milk in recent months, but they are still high.

H-E-B motivates

The challenges of inflation came along as local supermarket retailers pushed their operations to compete with H-E-B.

Mark Newman, JLL's managing director in Dallas, said traditional grocers are confronting the entry of H-E-B by accelerating plans in booming towns he calls "fertile fields."

"They're snooping around and about to pull the trigger in [cities and suburbs experiencing the most growth and migration](#)," Newman said. "They're not sitting idle. I'm not sure that was necessarily true historically in some of the other Texas cities H-E-B entered. But certainly, here they're doing things in the face of H-E-B's new store development."

Tom Thumb, which turns 75 this year, gained market share last year, and together with sister-supermarket Albertsons completed 16 remodels. Albertsons returned to Irving with a new store after leaving the Dallas suburb 15 years ago. Tom Thumb is building a new store in Frisco, broke ground on two stores this year in [Forney and Waxahachie](#), and is planning a store in the redeveloped RedBird in southern Dallas.

Albertsons, which owns Tom Thumb, plans to grow with the D-FW market and has more new stores in the pipeline, said Wes Jackson, president of Albertsons' Southern division.

"Albertsons and Tom Thumb are positioned to continue to grow and evolve with both loyal and new customers," Jackson said. More attention has been put on employees with new district field support for store teams, higher store wages and training and development.

Kroger remodeled 10 stores in 2022 and 15 more are in the works this year. A store in Frisco, near McKinney, completed a remodel this week. Kroger said it will start building new stores this year in Melissa, Fort Worth and Plano. The Plano store will replace an existing store. As H-E-B introduced its Texas brands, Kroger has been highlighting its local suppliers, which include Nolan Ryan Beef, local craft beers and other categories such as barbecue sauces and coffee.

[Kroger is trying to buy Albertsons](#) in a deal that is pending and not expected to be completed until next year, but some experts believe it has too difficult of an antitrust review to clear.

[After remodeling 49 local stores in D-FW last year,](#) Walmart is planning 28 more store remodels this year: 14 Neighborhood Markets and 14 Supercenters. A new store is planned for Melissa, not far from a Supercenter opened in Anna in 2017. Melissa will be Walmart's first local new store since opening in Frisco, Prosper and Fort Worth in 2018.

"We've seen quite a few customers shift to pickup and delivery," said John Furner, CEO of Walmart U.S. speaking recently to investors. "Many are higher-income and younger, and those shoppers are coming to us looking for value. I think what's important for us as we look forward is, price is really important to the Walmart shopper."

Food inflation persists

Walmart CEO Doug McMillon has said that "persistent inflation" in dry grocery and consumables is a problem not only for its customers but also for Walmart. Inflation reached higher levels than the retailer expected and may not be coming down fast enough, he said.

Customers particularly those living paycheck to paycheck, have seen prices increase more than 20% in some categories since 2021, he said.

"That's a problem and eventually becomes a three-year stack," McMillon said.

Walmart is working with suppliers of prepared foods and consumables to get costs down "as fast as we possibly can," McMillon said. He said he is telling suppliers that lower costs will drive unit volume for them and free up cash for customers to use for discretionary goods, presumably at Walmart.

[The cancellation in March after almost three years of the SNAP Emergency Allotments program](#) that gave about 3.6 million Texans extra benefits was a hit for grocers. Individual Texans lost a monthly boost of at least \$95 and households an average of \$212. Kroger responded by partnering with the Tarrant County Food Bank to waive delivery charges to 5,000 SNAP-eligible households. For customers on government assistance, Walmart cut its subscription fee by 50% for its Walmart + free grocery delivery service.

Discount grocer Aldi has aggressively campaigned that it could trim a family's annual grocery bill by \$700 a year on average and said nearly 400,000 Texans tried the brand for the first time last year.

Since the Great Recession, consumers have consistently chosen value and price over what's offered in the way of selection, quality and choice, according to [Oliver Wyman](#) research.

Spending has been up, but units purchased are down, said Bobby Gibbs, partner at Oliver Wyman in Dallas. "People are more certain of the supply chain and not stocking up as much. They are buying more store-label products for less. They are also breaking up their baskets again."

Instead of consolidating purchases into one weekly trip, "consumers are back shopping at multiple stores again, with some shopping at premium grocers or clubs like Costco and Sam's Club for specialty products, fresh produce, and higher quality meat," he said.

He said people are looking for the best deals that they can get anywhere — even discounters."

As grocers have invested in their e-commerce, more consumers are shopping at stores they wouldn't have before "because of their ability to stay out of the store," Gibbs said.

[Last year, Kroger opened one of its automated e-commerce](#) facilities in southern Dallas. [Walmart has built a new e-commerce fulfillment center in Lancaster,](#) next to a new automated warehouse to supply stores with groceries. [H-E-B opened an e-commerce facility](#) under the same roof of its Plano store this summer.

Been there, done that

The H-E-B competition comes as legacy grocers have survived an even bigger expansion since the late 1990s from Walmart, and to a lesser extent Target, which "really gave the traditional grocer a body blow of price and power," said Bob Young, executive managing director at Dallas-based commercial real estate firm Weitzman, which is among the top three operators of grocery-anchored shopping centers in D-FW.

Walmart passed other chains to have the largest grocery market share in D-FW in 2004.

"None of us underestimated Walmart's expansion during the day, and the traditional grocer had a way to do grocery better with customization, but instead they operated cookie cutters and did things like getting rid of Boar's Head lunch meats when Safeway took over Tom Thumb (in 1999)," Young said. "Albertsons operated in a time warp zone back then. They weren't flexible or as fast as the retail market was moving."

Legacy grocers have taken the hits and learned from them, Young said. The growth of pickup grocery services, grab-and-go prepared meals and fuel programs "combine with the elements of a traditional supermarket to meet the daily needs of customers and make grocery shopping easier and enjoyable."

"Everybody is pushing everybody to be better," Young said.

H-E-B just begins

H-E-B, with its big and long Texas track record, is driving change. The San Antonio-based grocer, together with its Central Market stores here, gained local market share last year with its Frisco store opening in late September and Plano in early November.

"Our stores are more than meeting expectations," said Juan-Carlos Rück, H-E-B's executive vice president for the North West Texas Food and Drug Retail Division.

Shoppers are responding “incredibly well,” Rück said to H-E-B prices, promotions and fresh offerings — meat, seafood and foods made in the store.

“We knew we could be a one-stop shop for moms when they discovered our household paper goods, beauty, pharmacy and home department,” he said. “Our own brands which we highlight next to the national brands — we assumed would do well, but we’re pleased. People are trying it and keep buying it.”

[H-E-B just opened in McKinney](#) and will open in Allen soon.

Next year, H-E-B opens stores in north Fort Worth’s Alliance, in Mansfield [and a second store in Frisco](#). It’s bringing a third concept to the market. Next year, Joe V’s Smart Shop will open in southern Dallas on Wheatland Road.

The retailer hasn’t said much about 2025 beyond [a second Joe V’s planned for southeast Dallas](#).

Related: [Why H-E-B created price-conscious Joe V’s Smart Shop that’s coming to Dallas](#)

“You can assume our growth all depends on how we’re doing so far. So much can change,” Rück said. He calls the back-to-back McKinney and Allen store openings a second swing at the plate to evaluate.

Hiring local people and transferring the corporate culture to the D-FW market stores has been a focus. Each store employs 750 people for its labor-intensive in-store departments. With so many people moving into Texas, the store also has a challenge of name recognition.

“A whole lot of people live around here who don’t know H-E-B and don’t know that there’s a place in their heart for us,” Rück said at the McKinney store opening. “If we do this right, people will say ‘I’m going to my H-E-B.’”

WHY AMERICAN CITIES STILL AREN'T ACCESSIBLE AFTER 33 YEARS OF THE ADA

The Americans with Disabilities Act has made a positive impact on the built environment — but there's so much more left to be done.

By Steve Wright

Today, the Americans With Disabilities turns 33. A third of a century for the farthest-reaching federal civil rights legislation for people with disabilities ever passed in the history of our nation.

I have covered the disability community since before the passage of the ADA. When it first became law, I thought that, surely, three decades later, attitudes would have changed. And they have a bit — but not nearly enough.

As I transitioned from daily urban affairs journalism to a career in public service as a senior urban policy advisor in Miami, I'd often politely point out accessibility barriers to city planners, architects, engineers, public works, transit and capital projects department heads.

“But it's technically compliant,” they'd bark back. “We passed inspection. It meets the building code.”

“If you broke your leg, and the emergency room handed you a bandage and two aspirin and said, ‘We've given you medicine; now go home,’ would you be happy?” I'd reply.



Three epic #ADAFails, via [Disability Thinking](#)

Over the course of my career working in all aspects of planning, I've seen [ablelist design](#) in virtually every city I've spent more than half a day in — and despite 33 years of the ADA, a lot of it was “technically compliant.”

I've seen final building plans where the accessible restroom is too small, the hand dryer is mounted far out of reach of a wheelchair user, and the grab bars are in the wrong place and blocked by a waste receptacle.

I've seen cities close a sidewalk for two to three years of construction, forcing people with disabilities to cross dangerous traffic four times just to run an errand on the same side of the street.

I've seen micromobility companies flood the streets with dockless scooters, without anyone requiring them to build marked docking stations out of the pedestrian pathway, or hire round-the-clock staff to remove scooters that block sidewalks, curb ramps, crosswalks, transit stops and building entrances.

1 IN 4

Adults in the US have some type of disability

4.46M

Veterans have a a service connected disability in the US

5.4%

of children aged 5 to 17 have a disability

10%

of people aged 18 to 64 have a disability

38%

of people aged 65 or older have a disability



This is so important because it protects people with disabilities from discrimination in all aspects of employment, in access to public services, and access to goods and services.

[HTTPS://ADATA.ORG/LEARN-ABOUT-ADA](https://adata.org/learn-about-ada)



is not a constraint. The CDC has documented that [one in four](#) Americans have a permanent disability, and the United Nations has estimated that [1.3 billion people on Earth](#) have a significant disability, too.

And those numbers aren't likely to go down, especially as our population ages. By 2030, [one in six people](#) in the world will be aged 60 years or over, and the World Health Organization expects the sheer number of people over that age to double to more than 2.1 billion by 2050.

I've seen cities bow to developers who want to build fewer than the required number of units accessible to people with disabilities, even when that housing is publicly funded.

I've seen wheelchair ramps tucked into the backs of major office buildings far from the main entrance, leading to locked doors with no way of alerting the occupants to come open it.

I've seen cities allow outdoor lifts as the only means of egress/ingress into a major public space like a library, only to see those lifts get broken within a month and never get repaired — much less replaced with a ramp.

I've seen cities spend hundreds of millions of dollars on sports arenas and stadiums to enrich billionaire owners, all while claiming to have no money to repair broken sidewalks, replace missing ones, and fix curb ramps that flood every time it rains.

I've seen developers cut corners to save dollars, and met far too many architects, engineers and planners who seem to resent the ADA as something constraining.

But people with disabilities are not outliers, and designing for a wide variety of needs

The massive task of redesigning housing, parks, transportation, the workplace and much more to allow people to age in place is already one of the greatest challenges of the 21st century. And Universal Design — the concept of making our world more welcoming, comfortable and easy to use by everyone — is the framework through which we can confront it.

Along with being the most sustainable, flexible, durable and cost-effective approach to planning and building, Universal Design gives people with disabilities a better shot at dignity and independence. People with disabilities are by far the most [under-employed](#), [unemployed](#) and [impoverished](#) of all marginalized groups, in part because of barriers to their mobility in many workplaces, even in brand new buildings constructed long after the passage of the ADA. Less than one percent of housing stock, meanwhile, is move-in ready for people who use wheelchairs.

Far too many people responsible for designing our built environment leave disability out of the conversation because no one on the planning and implementation teams belongs to the disability community. Far too many others mistake the ADA for a type of building code — which can and should allow for waivers and variances under certain circumstance — rather than the iron-clad, non-negotiable, federal civil rights legislation that it is.

I could fill a large room with people who have shamelessly asked me “Hey, Steve, you work with people with disabilities and design; how can I get away with having no ramp at the entrance to my new building? How can we avoid the cost of an elevator?” Even if that building is, of all things, a four-story medical office.

Dehumanizing people with disabilities by seeking waivers and variances that would exclude them is as off base and bigoted as asking your human resources director if the fourth Tuesday of each month can be “Civil Rights-Free” day, so you can harass or fire workers on the basis of race, gender, orientation, religion. Subjecting human and civil rights to a cost benefit analysis is *never* the right approach — and it’s time we all open our eyes, see the problem, and become a part of the solution.

BNSF Railway rethinks plan to build Texas logistics center after community opposition

By Noi Mahoney

[BNSF Railway](#) is pulling back from plans to develop a 950-acre logistics center in North Texas after weeks of community opposition.

The railroad announced Wednesday that it was withdrawing an application to rezone and annex property it owns in Gunter, Texas, about 50 miles north of Dallas.

“BNSF has been working very closely with the city of Gunter and listening to feedback from the community as we plan for the development of a new logistics center,” BNSF officials said in a statement to several media outlets.

“BNSF has decided to take time to further consider how we will orient and construct this facility. We are withdrawing our applications to rezone and annex our property in the city. We appreciate the city of Gunter for their continued efforts to work with our company, and look forward to further developing this site in a way that is mutually beneficial to the community and our customers.”

Officials for BNSF did not immediately respond to a request for comment from FreightWaves.

The proposed BNSF logistics center was first presented to the community in June and aimed to provide intermodal services for light industrial manufacturing and agricultural goods through the Lone Star State.

BNSF officials said the Gunter location was picked based on its accessibility to the railroad’s intermodal line running through the Dallas-Fort Worth area. The railroad currently has three logistics centers in Texas, including Dallas, along with facilities in the towns of Sweetwater and Cleveland, according to its [website](#).

“Logistics centers offer direct-rail service in multi-customer, multi-commodity business parks. ... These facilities are designed to serve both manifest mixed freight and unit train single commodity customers,” BNSF said.

Jeanelle Davis, BNSF’s executive director of public affairs, said the logistics center would bring jobs and economic growth to the area during a meeting with Gunter community members on June 27.

In recent weeks, dozens of residents from Gunter voiced their concerns about the logistics center during several public meetings held in the rural town of about 2,250 people. Dozens of residents spoke in opposition of the proposed logistics center.

Some residents said they don’t want to be living near train yards, while others feared the impact increased heavy industries would have on local roads.

“I didn’t pay that much tax for the last eight years to be next to a train yard,” Gunter resident Jennifer Jolly said, according to [KTEN](#).

RECENT CANADIAN WILDFIRES PUT EARTH'S OZONE LAYER, DFW AIR QUALITY AT RISK

By André Averion

The Dallas Fort-Worth Metroplex has been facing intense heat waves and poor air quality partially due to Canadian wildfires that began in March, putting residents at risk for heat-related illnesses and poor air quality symptoms.

The mass wildfires in Canada that started earlier this year had already been ongoing for three months due to natural causes before 20 northeastern states were plunged into a yellow fog of pollutants on [June 7](#). Smoke from a burning Quebec drifted across the border, shutting down countless flights, schools, and businesses as the [worst air quality in the world](#) was recorded just above New York City at 158 Air Quality Index. For reference, between 51 and 100 is a moderate AQI score. Dangerous air quality alerts continued until July 1, with smoke clouds even reaching Western Europe, before a second wave of alerts reactivated July 17. Both domestic and [international](#) firefighters have responded as the crisis persists and became the largest wildfire in modern North American history. The ecological damages continue to be a concern and far-reaching even in DFW, where a recent [study](#) presented that wildfires can be [damaging to the ozone layer](#).

Jenny Narvaez, program manager for air quality management at the North Central Texas Council of Governments, points out that DFW has had a history of bad air quality. While there are already programs improving the situation, wildfires of this scale can make air quality dramatically worse and create a health hazard.

“We’ve been in non-attainment for ozone since the early 90s. Largely, mostly due to our meteorological placement,” Narvaez said. “The impacts of any type of [wildfire] event would affect the rise in particulate matter.”

Between June 7 and July 21, Dallas has had only seven days of “good” – or moderate – air quality, with 11 of those days connecting particulate matter such as dust, dirt, soot or smoke as the primary pollutant of concern, according to the [Texas Commissions for Environmental Quality](#). Consistent exposure to poor air quality has been linked to eye irritation, trouble breathing and lung cancer [according to the CDC](#).

The ozone layer is a region in the Earth’s stratosphere most responsible for absorbing the Sun’s ultraviolet radiation. Without the ozone layer, life on Earth could not be sustained. The ozone layer can be damaged through [specific pollutants](#) like those found in the smoke of wildfires, thinning the protective barrier between life on Earth and the heat of the Sun, as well as [preventing](#) the ozone layer’s natural recovery process. This excess heat also gradually increases the toxicity of [ground level ozone](#) formulated primarily by gas emissions. Currently, Texas is on track for one of the [hottest summers in its history](#), which was last recorded in 1994 with 26 consecutive days of over 100 degrees.

For the most part, DFW has not seen fully smoky skies from the Canadian wildfires, but that does not mean its impacts aren’t far-reaching. An analysis by the National Oceanic and Atmospheric Administration found that in the 2022 wildfire season, [Canadian and western United States wildfires had global impacts on the ozone layer](#), attributed to rising heat and pollutant emissions. Both of these wildfires were a combined total of 3.1 million acres in size.

The current wildfire in Canada alone is [27.11 million acres large as of July 19](#), which is over 3,200times larger than the [current wildfires in California](#), and its impact will be on a scale never before seen in the United States.

As a part of the rising heat, the state of Texas is one of a few south central states trapped in a [heat dome](#), which occurs when high pressure circulation of the atmosphere traps and intensifies heat. States trapped in heat domes will experience longer durations and more intensified heat. During this time, [heat-related illnesses](#) are more likely to occur, such as heat strokes, heat exhaustion and sunburns. According to the [Dallas County Health and Human Services](#), nearly 617 heat-related illnesses have been reported in Dallas hospitals, a sharp 30% increase in expected numbers.

Christian Grisales, the public information officer for Dallas County Health and Human Services who reported on heat related hospitalization, advises to keep medical consequences in mind.

“It’s very important to monitor your symptoms, to hydrate constantly and to stay indoors if possible; just to do everything we can because this heat has been terrible for all of us,” Grisales said to [CBS News](#).

For those unsure about air quality of their city or heat-related dangers, Narvaez recommends students stay in tune to the weather station or with [Air North Texas](#), a partner of UTD.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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bwilson@nctcog.org

NCTCOG to Host Online Input Opportunity Beginning July 10

Residents can watch presentations, and provide questions and comments about transportation initiatives through Aug. 8

July 10, 2023 (Arlington, TEXAS) – The North Central Texas Council of Governments is hosting an online public input opportunity from July 10 to Aug. 8 to allow residents to learn more about transportation initiatives and participate in the regional planning process.

To submit comments and questions to NCTCOG, email nctcogJuly23@publicinput.com or visit www.publicinput.com/nctcogJuly23, where you can also watch the presentations.

Each year, NCTCOG works to approve and update the Regional 10-Year Plan. This plan identifies major projects to be implemented in the region. The public input opportunity will provide a project list from Fiscal Year 2024 to Fiscal Year 2033 for review and comment.

Air quality improvement is an important focus for NCTCOG, with the region classified as nonattainment for ozone. Working closely with regional partners, NCTCOG develops and implements strategies, policies and programs to enhance air quality. In addition, there are periodic opportunities for public and private entities to compete for funding to reduce fleet emissions. Highlights of Dallas-Fort Worth fleet projects implemented using grant funds will be provided, as well as a list of current funding opportunities available to fleets.

An overview of the recently completed DFW Discovery Trail branding and wayfinding project will also be provided, including final branding recommendations.

NCTCOG's Community Gardens Program Guide provides information, resources and tools for cities and others to develop and implement community garden programs in their areas. An overview of this new initiative will be available.

Information will also be provided about the following initiatives and programs: Certification of Emerging and Reliable Transportation Technology (CERTT) Program: Round 2 results, Walk to School Day promotion 2023, Engine Off North Texas and Mobility 2045: 2022 Update administrative revisions.

For assistance with special accommodations or to request printed copies of the information, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org.

Public Input Opportunity Details

Monday, July 10 - Tuesday, Aug. 8, 2023

How to Comment:

Email: nctcogJuly23@publicinput.com

Website: www.publicinput.com/nctcogJuly23

Phone: 855-925-2801 (code 6357)

Text: (855) 925-2801 (Text keyword "nctcogJuly23")

Fax: 817-640-3028

Mail: P.O. Box 5888, Arlington, TX, 76005-5888

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

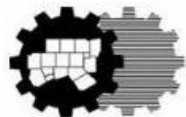
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###

2024 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

August 10, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

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

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
- Fully fund 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 2024 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2024 UTPs

Funding Category ¹	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$3.602 ³ \$4.082 ²
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.413 ³ \$9.893 ²

¹ Amounts shown in billions

² May 2023 draft amount

³ July 2023 draft amount

RTC ACTION TO DATE

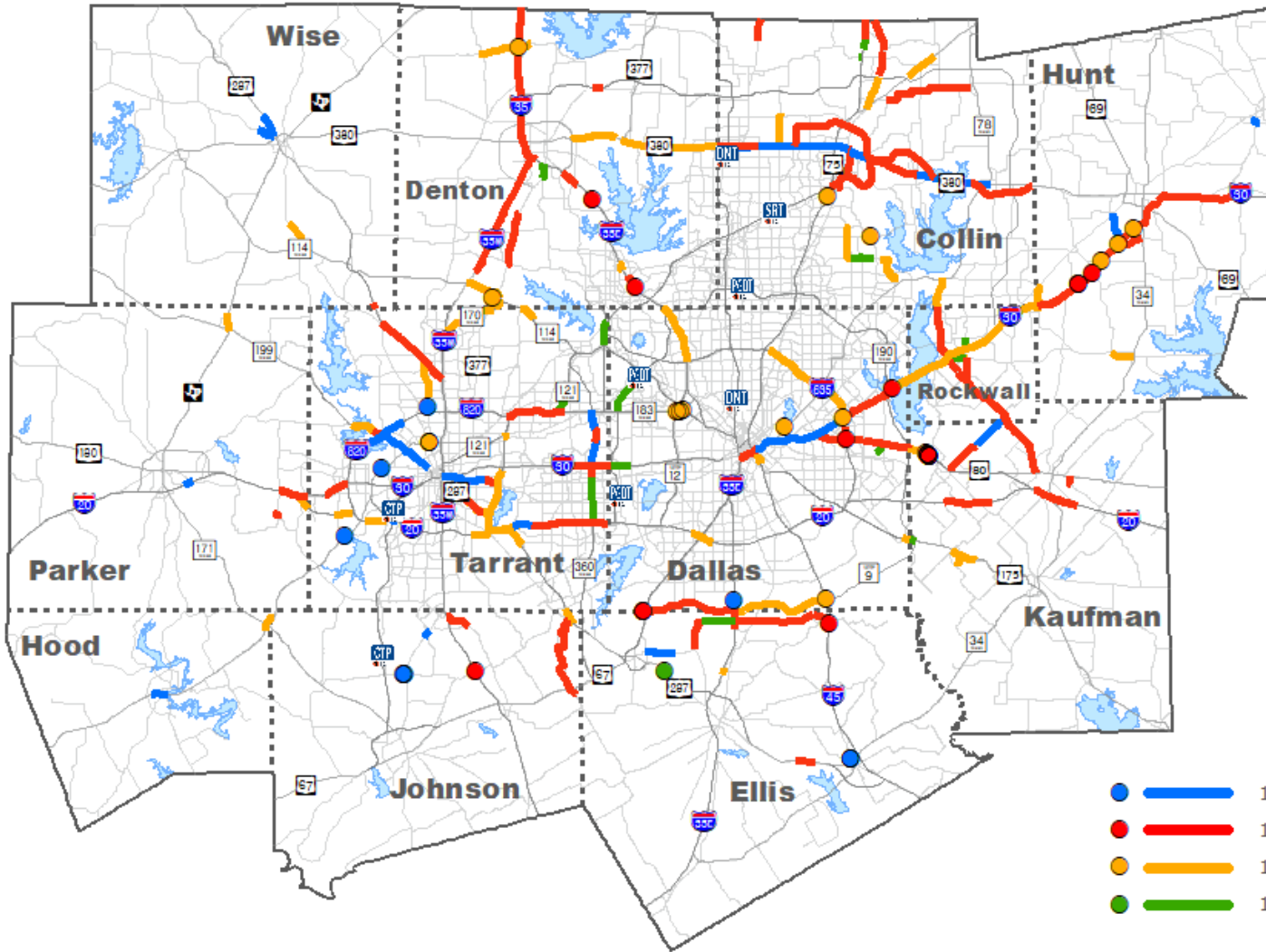
- In July 2023, the RTC:
 - Approved a funding exchange to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds from four projects (that would then be backfilled with Category 12 funding)
 - Directed staff to identify projects that had their Category 12 funding reduced between the May 2023 and July 2023 UTP draft listings
 - Directed staff to send TxDOT a letter relaying the RTC's position that funding should be formula allocated (i.e., more Category 2 and less Category 12) (Done and in Packet)

CATEGORY 12 FUNDING ON US 380 AND SPUR 399

- Staff sent out information to STTC and RTC members on the projects that had Category 12 funding reductions.
 - TIP 13070/CSJ 0135-15-002 (US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney))
 - Proposed funding in May 2023 draft UTP listings: \$610,036,080
 - Proposed funding in July 2023 draft UTP listings: \$481,231,775
 - TIP 55287/CSJ 0047-10-002 (Spur 399 from SH 5 to US 380)
 - Proposed funding in May 2023 draft UTP listings: \$638,159,376
 - Proposed funding in July 2023 draft UTP listings: \$277,120,000
 - Total of \$480,255,120 of funding was removed between the May and July drafts.
- Staff is requesting the RTC to approve the 10-Year Plan with the Category 12 Clear Lanes amounts that were included in the May 2023 draft listings (above).

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2033



Dallas CBD

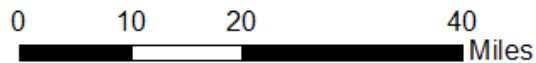


Fort Worth CBD

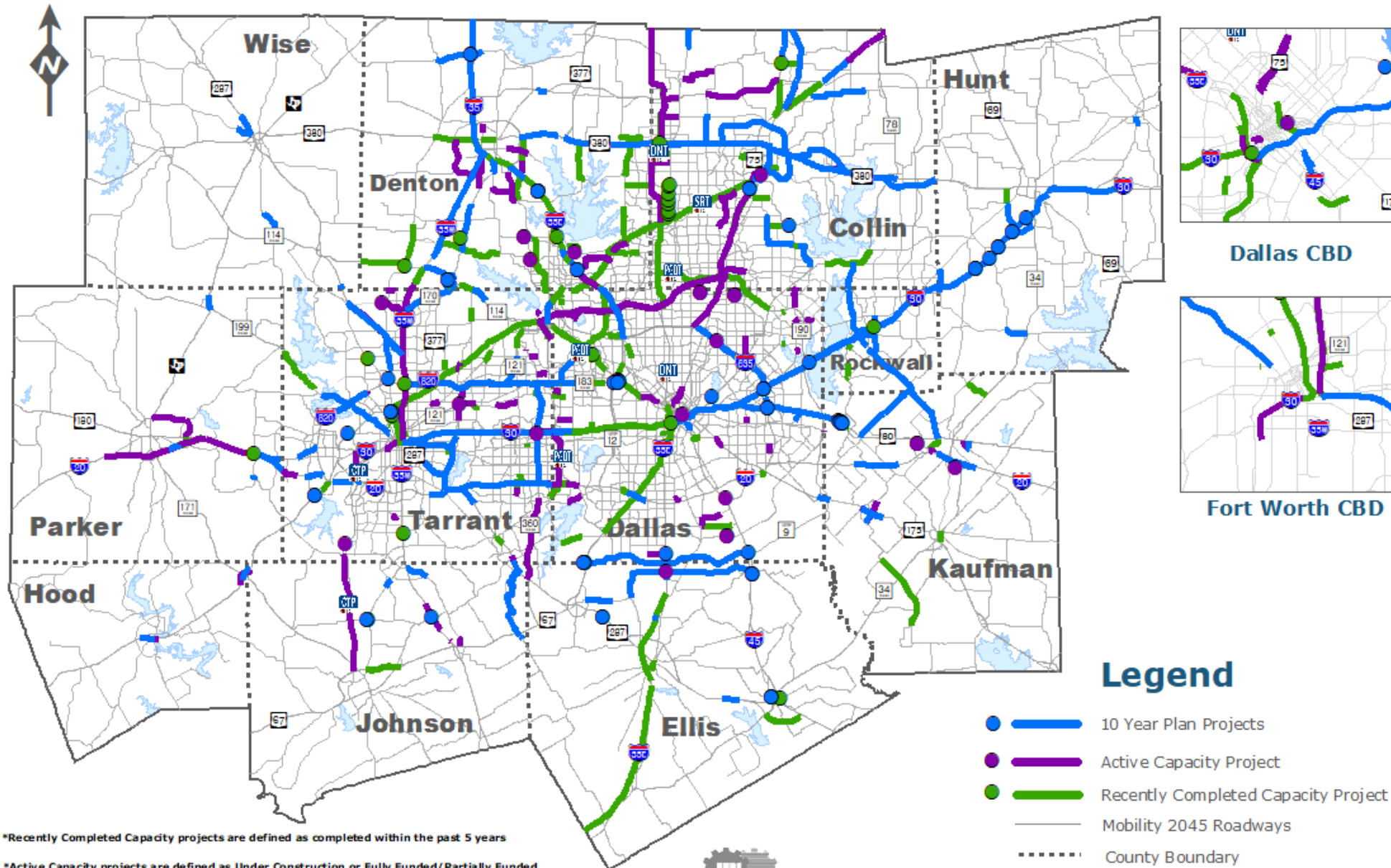
Legend

- — 10 Year Plan Projects (No Changes)
- — 10 Year Plan Projects (New or Changed)
- — 10 Year Plan Projects (Under Construction)
- — 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- County Boundary
- Lakes



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

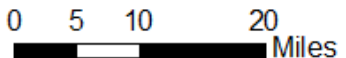


*Recently Completed Capacity projects are defined as completed within the past 5 years

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

Legend

- — 10 Year Plan Projects
- — Active Capacity Project
- — Recently Completed Capacity Project
- Mobility 2045 Roadways
- County Boundary
- Lakes



Date: 7/5/2023

TIMELINE

MEETING/TASK	DATE
STTC Information	June 23, 2023
RTC Policy Action	July 13, 2023
Public Involvement	July 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
TxDOT Public Involvement for 2024 UTP	July 2023 and August 2023
Anticipated TTC Approval of 2024 UTP	August 2023

ACTION REQUESTED

- RTC approval of:
 - The Regional 10-Year Plan project listing, including:
 - Originally proposed Category 12 Clear Lanes amounts for TIP 13070/CSJ 0135-15-002 (US 380) and TIP 55287/CSJ 0047-10-002 (Spur 399)
 - The proposed changes to projects under construction that let in 2023
 - Previously approved Category 2/12 funding exchange
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

CONTACT/QUESTIONS?

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score		
												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
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828		\$1,740,968,942	\$2,025,410,078
Collin County Projects																				
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding to be moved to CSJ 1012-03-043; RTL: June 2024	\$26,723,141	\$9,324,256	\$0			\$6,000,000	\$0			81.22		
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030)	N/A	\$14,540,243	\$14,540,243			\$0	\$14,540,243			81.22		
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0		70.56		
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	TBD	Working on 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; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0					70.00		
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0					70.00		
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	\$2,127,402	\$3,545,375	\$0	\$0	\$0	\$0	\$0			85.68		
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2028	2029	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2024	\$16,946,471	\$37,953,344	\$0	\$0	\$0					80.73		
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	\$10,000,000	\$15,586,877	\$15,586,877	\$10,000,000	\$15,586,877					72.39		
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	Category 2 funding previously moved to breakout project (TIP 13073/CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney; RTL: September 2024	\$125,981,920	\$91,698,188	\$0	\$0	\$0					78.69		
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Category 2 funding previously partially offset by reduction on TIP 13026/CSJ 0047-05-054; RTL: October 2024	\$86,750,627	\$116,433,994	\$116,433,994	\$86,750,627	\$86,750,627	\$0	\$29,683,367			78.69		
TBD	0047-04-032	SH 5	North of Collin County Outer Loop to North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$37,505,048	\$37,505,048			\$0	\$37,505,048			73.07		
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	New project proposed by TxDOT Dallas District; RTL: December 2023	N/A	\$32,473,108	\$32,473,108			\$0	\$32,473,108			75.64		
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053; RTL: November 2026	\$21,952,000	\$24,199,370	\$24,199,370	\$21,952,000	\$24,199,370					60.18		
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District	N/A	\$32,875,158	\$32,875,158			\$0	\$32,875,158			68.46		
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 frontage roads	September 2023	September 2027	2028	Breakout of larger US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded by the TTC; Instead of proposing \$100,000,000 of Category 2 funding on the project, \$100,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance the IH 30 Canyon project in Dallas; <u>Additional Category 12 funding being proposed for TTC approval through 2024 UTP; \$119,215,744 of Category 12 Clear Lanes funding proposed in May 2023 draft listings, but was removed from July 2023 draft listings; \$4,307,200 of Category 12 Strategic Priority funding was removed between the May and July 2023 draft listings; \$9,588,561 of Category 4 funding moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; RTL: June 2027</u>	\$807,520,000	\$810,036,080	<u>RTC Action: \$600,447,519</u> <u>RTC Info: \$481,231,775</u>	\$0	<u>RTC Action: \$0 (due to Cat 2/12 Trade)</u> <u>May 2023 Draft: \$100,000,000</u>	\$104,307,200	<u>RTC Action: \$94,718,639</u> <u>May 2023 Draft: \$104,307,200</u> <u>May 2023 Draft: \$0</u>	\$286,513,136	<u>RTC Action: \$119,215,744 (May 2023 Draft)</u> <u>July 2023 Draft: \$0</u>	\$0	<u>RTC Action: \$386,513,136 (July 2023 Draft)</u> <u>\$390,820,336 (May 2023 Draft)</u>	87.62

ELECTRONIC ITEM 5.2

Amounts only include Cat 2, 4, 12 funds
Red and blue text indicates changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												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	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023 (Actual)	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount was not awarded; Instead of proposing \$150,000,000 of Category 2 funding on the project, \$150,000,000 of Category 12 funding to be proposed for TTC approval as part of a funding exchange to advance IH 30 Canyon project in Dallas; Category 12 funding in addition to the \$150,000,000 (but not the full request) being proposed for TTC approval through 2024 UTP; \$361,039,376 of Category 12 Clear Lanes funding proposed in May 2023 draft listings, but was removed from July 2023 draft listings; RTL: November 2026	\$254,240,000	\$938,159,376	RTC Action: \$638,159,376 RTC Info: \$277,120,000	\$0	RTC Action: \$0 (due to Cat 2/12 Trade) May 2023 Draft: \$150,000,000	\$0	RTC Action: \$361,039,376 (May 2023 Draft) July 2023 Draft: \$0	\$127,120,000	RTC Action: \$277,120,000 (July 2023 Draft) May 2023 Draft: \$127,120,000	50.68		
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2028	2028	Project added to the 10-Year Plan via 2020 UTP; RTL: October 2024	\$36,533,536	\$40,620,470	\$40,620,471	\$36,533,536	\$40,620,471						80.91	
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 discontinuous to 4/8 continuous lane frontage roads	March 2023 (Actual)	August 2027	2027	Breakout of larger US 380 project; RTL: November 2026	\$9,968,000	\$42,547,677	\$42,547,677	\$9,968,000	\$42,547,677						67.27	
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 frontage roads	July 2023	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026	\$95,536,000	\$95,536,000	\$47,768,000					\$0	\$47,768,000	72.90		
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 frontage roads	July 2023	August 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; Category 12 funding (but not the full request) being proposed for TTC approval through 2024 UTP; RTL: May 2026	\$180,320,000	\$180,320,000	\$90,160,000					\$0	\$90,160,000	72.12		
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	November 2023	April 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027	\$15,556,800	\$16,552,435	\$1,000,000	\$0	\$1,000,000			\$0	\$0	59.54		
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane frontage roads	November 2023	April 2033	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: March 2027	\$436,363,200	\$464,290,445	\$1,000,000	\$0	\$1,000,000			\$0	\$0	50.00		
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 frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$20,944,000	\$20,944,000	\$1,000,000	\$0	\$1,000,000			\$0	\$0	67.01		
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 frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$35,280,000	\$35,280,000	\$1,000,000	\$0	\$1,000,000			\$0	\$0	61.27		
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 frontage roads	July 2023	October 2032	2033	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP but it is not being proposed for TTC approval; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way; RTL: July 2026	\$506,016,000	\$506,016,000	\$1,000,000	\$0	\$1,000,000			\$0	\$0	60.92		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												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		
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078		
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds; RTL: December 2024	\$31,189,901	\$44,225,917	\$33,225,917	\$20,189,901	\$24,189,901	\$0	\$9,036,016					81.70	
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025	2025	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap; RTL: December 2024	\$32,645,653	\$34,556,833	\$34,556,833	\$32,493,296	\$34,556,833							81.70	
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	March 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap; RTL: December 2024	\$5,942,471	\$7,722,380	\$7,722,380	\$5,722,380	\$7,722,380							76.46	
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0									72.91	
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023	September 2027	2028	US 380 breakout project; RTL: June 2027	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51	
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 frontage roads	November 2023	March 2029	2029	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP; RTL: March 2027	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000		\$0	\$0	\$40,008,000	\$40,008,000	87.62		
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2023	September 2029	2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Category 2 funds previously removed from this project and replaced with Category 12 funds; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it could be advanced prior to February 2023; RTL: June 2027	\$165,692,800	\$165,692,800	\$165,692,800	\$0	\$0	\$45,692,800	\$45,692,800			\$120,000,000	\$120,000,000	69.40	
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 <u>and widen</u> existing 4 lane <u>continuous frontage road</u> to 4/6 lane <u>continuous</u> frontage roads	June 2012 (Actual)	<u>May 2024</u> September 2026	<u>2024</u> 2027	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP; Additional Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$63,727,119	\$99,065,469	\$99,065,469			\$17,597,275	\$35,266,450	\$46,129,844	\$63,799,019			91.35	
Total Proposed Funding - Collin County												\$2,161,671,440									
Dallas County Projects																					
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2023	March 2024	2024	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$16,000,000	\$22,000,000	\$22,000,000	\$5,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54	
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023	August 2045	2045	RTL: November 2026	\$301,896,000	\$301,896,000	\$0				\$0	\$0				76.19	
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and reconstruct and widen 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; Project also has \$7,000,000 of local funds to cover any funding gap; RTL: December 2023; Trade is proposed to reduce Category 12 funding on this project and replace it with Category 2 funding (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	\$509,212,516	\$592,741,858	\$585,741,858	\$0	\$390,000,000	\$0	\$74,203,516	\$25,000,000	\$85,000,000	\$426,538,342	\$36,538,342	81.67	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score
												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	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	July 2023	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; TxDOT proposing to remove Category 12 funding and move it to TIP 13043.4/CSJ 0009-11-267; RTL: April 2024	\$177,415,824	\$244,239,359	\$0					\$88,707,912	\$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 main lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	July 2023	August 2029	2029	Category 12 funding (but not the full request) proposed for TTC approval through 2024 UTP (offset by decrease on TIP 13043.2/CSJ 0009-11-259); RTL: April 2024	\$129,778,052	\$144,249,665	\$88,707,912				\$0	\$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 discontinuous to 4 2/6 discontinuous frontage roads	December 2023	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for additional funding; TxDOT requested additional Category 12 funds through the 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2026	\$1,049,886,905	\$1,049,886,905	\$25,000,000				\$25,000,000	\$25,000,000	\$0	\$0		77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	RTL: December 2023	\$43,010,908	\$64,878,660	\$64,878,660	\$23,010,908	\$32,439,330	\$20,000,000	\$32,439,330					88.84
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	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ; RTL: December 2024; Project also has \$100,000 of STBG funding	\$7,721,708	\$10,869,026	\$3,611,631	\$3,611,631	\$3,611,631							78.38
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	April 2024	2024	Project also has \$583,000 of STBG funds; RTL: September 2023	\$13,755,092	\$18,240,092	\$17,657,092	\$12,662,644	\$17,657,092							89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	\$412,374,508	\$412,374,508	\$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045	Improvements called for in the MTP by 2036	\$556,200,000	\$556,200,000	\$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	June 2025	August 2045	2045	RTL: June 2025	\$400,000,000	\$400,000,000	\$0									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	June 2025	August 2045	2045	RTL: December 2027	\$80,000,000	\$80,000,000	\$0									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	June 2024	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; RTL: September 2024	\$43,680,000	\$42,159,701	\$0				\$0	\$0	\$0	\$0		79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0									72.81

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score				
												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		
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828		\$1,740,968,942	\$2,025,410,078		
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0								65.95			
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0									65.95		
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane frontage roads	September 2023	August 2033	2033	Propose to add project to the 10-Year Plan; RTL: March 2027	N/A	\$172,632,262	\$10,000,000	\$0	\$10,000,000							71.29		
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$18,000,000	\$18,000,000	\$0									78.89		
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; RTL: March 2024	\$21,863,251	\$28,309,411	\$28,309,411	\$21,863,251	\$28,309,411								64.93	
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	May 2024 September 2026	2024 2027	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096); RTL: December 2023	\$165,723,364	\$193,068,308	\$193,068,308		\$100,350,386	\$129,245,388	\$63,822,920	\$63,822,920					74.65	
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 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	May 2024 September 2026	2025 2027	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162; Increased Category 2 funding to be offset by decrease on TIP 53108/CSJ 0095-10-033; Category 12 funding being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$94,649,614	\$289,691,842	\$289,691,842	\$0	\$37,916,764	\$94,649,614	\$228,404,680	\$0	\$23,370,398	\$0	\$0		82.45	
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	April 2020 (Actual)	June 2024 September 2026	2024 2027	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funding being proposed for TTC approval through 2024 UTP	\$213,217,788	\$308,600,174	\$308,600,174		\$173,799,870	\$49,066,566	\$39,417,918	\$259,533,608					79.95	
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 to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not proposed; Additional Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$46,740,796	\$65,062,577	\$38,062,577	\$0	\$0	\$0	\$5,000,000	\$23,370,398	\$33,062,577				65.12	
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Category 2 funding to be moved to TIP 53109/CSJ 0095-02-107; Category 12 funding (but not full request) being proposed for TTC approval through 2024 UTP; RTL: December 2023	\$75,833,527	\$138,742,391	\$77,128,274	\$37,916,764	\$0	\$37,916,763	\$8,000,000	\$0	\$69,128,274				75.63	
Total Proposed Funding - Dallas County																					\$1,752,457,739	
Denton County Projects																						
TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219	\$50,000,000	\$92,575,000	\$92,575,000	\$0	\$92,575,000									59.61
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	January 2012 (Actual)	November 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099	\$132,618,985	\$161,782,387	\$161,782,387	\$0	\$30,969,735					\$130,812,652	\$130,812,652			82.76
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP; TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024	\$469,590,468	\$471,915,462	\$471,915,462		\$146,610,468	\$194,480,533			\$322,980,000	\$277,434,929			90.11	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033								MPO Project Score	
												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		
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828	\$1,740,968,942	\$2,025,410,078		
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	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP; TxDOT proposing to reduce Category 12 funding and move to TIP 55197.3/CSJ 0195-02-084; RTL: March 2024	\$144,618,810	\$175,274,675	\$175,274,675						\$196,670,000	\$175,274,675	90.11		
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2025	2026	Project being split out from TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081; Category 12 funds being proposed through 2024 UTP (to be offset by decreases on TIP 55197/CSJ 0105-02-074 and TIP 55197.2/CSJ 0195-02-081); Project also has \$2,574,631 of Category 11 funding ; RTL: June 2024	N/A	\$69,515,027	\$66,940,396					\$0	\$66,940,396	90.11			
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	November 2019 (Actual)	November 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP; Additional Category 12 funding being proposed for TTC approval through 2024 UTP	\$223,357,330	\$233,357,330	\$233,357,330		\$43,647,905	\$43,647,905	\$100,000,000	\$110,000,000	\$79,709,425	\$79,709,425	79.11		
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82	
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; RTL: November 2023	\$96,444,954	\$93,444,954	\$93,444,954	\$96,444,954	\$93,444,954							82.90	
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; RTL: November 2023	\$79,809,723	\$89,145,930	\$89,145,930	\$79,809,723	\$89,145,930							81.45	
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)	October 2019 (Actual)	November 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090; Additional Category 12 funds being proposed for TTC approval through 2024 UTP	\$75,215,234	\$85,215,324	\$85,215,324	\$35,008,319	\$35,008,319	\$31,394,099	\$31,394,099	\$0	\$10,000,000	\$8,812,906	\$8,812,906	71.42	
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$671,000,928	\$0										76.34
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	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); RTL: December 2023	\$95,229,619	\$124,498,919	\$124,498,919	\$95,229,619	\$114,498,919	\$0	\$10,000,000					89.53	
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: March 2024	\$61,486,864	\$110,453,401	\$74,405,503	\$0	\$12,918,639				\$61,486,864	\$61,486,864	68.29		
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0							N/A	
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	August 2023	September 2035	2036	Improvements called for in the MTP by 2036	\$90,000,000	\$90,000,000	\$0				\$0	\$0				91.84	
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	August 2023	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$338,580,457	\$0				\$0	\$0				86.73	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct 0 to 4/6 lane continuous frontage roads Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028 June 2025	2029 2025	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount was not awarded; RTL: June 2025	\$376,973,505	\$213,024,000	\$213,024,000	\$0	\$24,537,247		\$0	\$0	\$188,486,753	\$188,486,753	86.76		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score		
												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
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828		\$1,740,968,942	\$2,025,410,078
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban	March 2019 (Actual)	August 2033	2033	MPO Milestone Policy Project that is currently unfunded; Propose to add project to the 10-Year Plan; RTL: December 2023; Project also has \$10,370,168 of RTR funding	N/A	\$135,994,285	\$125,624,117 \$116,662,756	\$0	\$46,665,102	\$0	\$78,959,015 \$69,997,654					76.98
Total Proposed Funding - Denton County												\$2,007,203,997								
Ellis County Projects																				
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue	June 2023	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding; RTL: March 2024	\$17,000,000	\$37,559,187	\$12,500,000	\$12,500,000	\$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023	September 2027	2028	RTL: June 2027	\$85,642,500	\$114,613,001	\$25,000,000	\$25,000,000	\$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	RTL: December 2024	\$45,151,680	\$57,151,237	\$57,151,237	\$32,145,761	\$57,151,237							82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029	RTL: September 2024	\$114,038,581	\$136,614,301	\$85,432,389	\$114,038,581	\$85,432,389							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Extend and realign existing 0/2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2027	2028	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: July 2023	\$48,233,671	\$71,769,506	\$71,769,506	\$48,233,671	\$65,769,506	\$0	\$6,000,000					71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2024	2024	RTL: September 2023	\$50,853,008	\$68,207,146	\$68,207,146	\$0	\$0	\$49,432,235	\$68,207,146					78.12
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	April 2024	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; RTL: September 2023; Project also has \$100,000 of STBG funding	\$18,734,883	\$28,715,389	\$28,715,389	\$18,648,267	\$28,715,389							80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2028	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; RTL: July 2023	\$62,648,178	\$79,643,105	\$79,643,105	\$28,648,178	\$37,643,105	\$0	\$8,000,000			\$34,000,000	\$34,000,000	76.70
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	July 2024	August 2033	2033	Propose to add project to the 10-Year Plan; RTL: June 2027; Project in proximity to Ennis Speedway	N/A	\$106,995,255	\$10,000,000	\$0	\$10,000,000							60.13
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; RTL: March 2024	\$30,694,054	\$48,260,662	\$48,260,662	\$30,694,054	\$48,260,662							64.93
Total Proposed Funding - Ellis County												\$486,679,434								
Kaufman County Projects																				
13074.1	0697-03-033	FM 429	US 80 to South of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Project also has local funds for any funding gap; RTL: June 2026	\$5,600,000	\$10,793,730	\$10,793,730	\$5,000,000	\$10,793,730							62.29
13074.2	1089-02-019	FM 429	US 80 to North of US 80	Realign existing 2 lane undivided rural to 2 lane (ultimate 4 lane) divided urban	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$6,539,788	\$1,049,495	\$1,049,495	\$0	\$1,049,495							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029	RTL: October 2024	\$40,810,691	\$50,925,644	\$8,448,796	\$8,448,796	\$8,448,796							80.78
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	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; RTL: October 2024	\$60,525,955	\$93,294,641	\$93,294,641	\$60,525,955	\$93,294,641							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2031	2031	New project proposed by TxDOT Dallas District; RTL: July 2025	N/A	\$221,825,281	\$8,500,000		\$0	\$8,500,000						71.25
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: May 2025	N/A	\$94,577,000	\$8,500,000		\$0	\$8,500,000						52.68
TBD	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: March 2025	N/A	\$125,895,000	\$8,500,000		\$0	\$8,500,000						52.48
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,296,982 of Category 6 funding; RTL: September 2024	N/A	\$8,459,450	\$7,162,468		\$0	\$7,162,468						81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,090,280 of Category 6 funding; RTL: September 2024	N/A	\$12,810,607	\$9,720,327		\$0	\$9,720,327						80.84
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,824,301 of Category 6 funding; RTL: September 2024	N/A	\$11,376,881	\$9,552,580		\$0	\$9,552,580						79.13

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score			
												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	
												\$2,124,316,442	\$2,026,227,393	\$1,083,560,278	\$1,615,545,886	\$697,962,128	\$1,311,679,828		\$1,740,968,942	\$2,025,410,078	
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$1,790,701 of Category 6 funding; RTL: September 2024	N/A	\$10,266,737	\$8,476,036			\$0	\$8,476,036					72.45	
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,932,803 of Category 6 funding; RTL: September 2024	N/A	\$19,132,276	\$15,199,473			\$0	\$15,199,473						77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$3,837,603 of Category 6 funding; RTL: September 2024	N/A	\$15,884,959	\$12,047,356			\$0	\$12,047,356						74.05
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$266,560 of Category 1 funding; RTL: September 2024	N/A	\$9,080,212	\$8,813,652 \$9,080,212			\$0	\$8,813,652 \$9,080,212						81.20
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	June 2023	September 2026	2027	New project proposed by TxDOT Dallas District; Project also has \$360,640 of Category 1 funding; RTL: September 2024	N/A	\$12,260,082	\$11,899,442 \$12,260,082			\$0	\$11,899,442 \$12,260,082						77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided with raised median and continuous left turn lane (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: June 2024	N/A	\$100,693,482	\$100,693,482			\$0	\$100,693,482						54.67
Total Proposed Funding - Kaufman County																			\$323,278,678		
Rockwall County Projects																					
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has \$2,400,000 of Category 1 funding; RTL: October 2024	\$8,844,467	\$11,470,963	\$11,470,963	\$6,200,000	\$11,470,963								78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	August 2033	2033	New project proposed by TxDOT Dallas District; RTL: December 2022	N/A	\$34,252,875	\$34,252,875			\$0	\$34,252,875						61.74
13038	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074; RTL: March 2024	\$37,352,577	\$45,802,555	\$45,802,555	\$37,352,577	\$45,802,555								83.19
55074	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	RTL: March 2024	\$6,206,000	\$9,988,490	\$9,988,490	\$6,206,000	\$9,988,490								88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	Propose to add project to the 10-Year Plan; RTL: June 2024	\$126,091,621	\$146,822,331	\$146,822,331	\$0	\$44,046,699	\$0	\$102,775,632						75.83
Total Proposed Funding - Rockwall County																			\$248,337,214		
Various County Projects																					
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	N/A	August 2024	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000								\$2,013,000	\$2,013,000	N/A
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	N/A	August 2025	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	\$7,056,000	\$2,331,000								\$2,331,000	\$2,331,000	N/A
Total Proposed Funding - Various County																			\$4,344,000		
Total Category 2, 4, and 12 Funding																			\$6,983,972,502		
Total Amount Remaining for Programming																			(\$5,109,317)		
Total Allocation/Authorizations																			\$6,978,863,185		

Future Project Lettings (FY 2024-FY 2033)			
	Category 2	Category 4	Category 12
2024-2033	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906
Total	\$1,990,323,066	\$1,656,559,530	\$3,337,089,906

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score		
												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
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000		\$32,775,000	\$172,775,000
Hood County Projects																				
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	October 2023	September 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$45,000,000	\$90,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$0	\$0	\$0	\$0	72.76		
Total Proposed Funding - Hood County																\$25,000,000				
Johnson County Projects																				
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November 2024	2025	Project split out from TIP 13041/CSJ 0747-05-042	\$6,956,984	\$8,000,000	\$8,000,000	\$6,700,000	\$8,000,000					78.10		
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	November 2024	2025		\$6,800,000	\$8,500,000	\$8,500,000	\$6,800,000	\$8,500,000					87.39		
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	April 2024	October 2027	2028		\$128,000,000	\$138,000,000	\$138,000,000	\$78,000,000	\$78,000,000	\$0	\$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	September 2023	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,005,122	\$10,979,774	\$10,000,000	\$10,000,000	\$10,000,000					77.01		
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,792,460	\$3,000,000	\$3,000,000	\$3,000,000					86.06		
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	August 2025	2027	New project proposed by TxDOT Fort Worth District	N/A	\$50,000,000	\$50,000,000			\$0	\$50,000,000			65.51		
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	October 2023	August 2026	2026	Grouped project; Project also has \$1,230,769 of Category 1 funding	\$22,000,000	\$33,230,769	\$32,000,000			\$22,000,000	\$32,000,000			84.42		
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Widen from 4 to 6 lane rural divided with sidewalks	August 2023	June 2024	2024	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 \$4,000,000 of STBG funding with another \$18,179,782 being proposed	\$7,706,400	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000					82.15		
Total Proposed Funding - Johnson County																\$256,010,000				
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,400,000 of Category 1 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)	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000					71.72		
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); intersection improvements	March 2024	September 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	\$6,440,000	\$7,440,000	\$6,150,000	\$5,150,000	\$6,150,000					78.61		
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029	2029	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$77,000,000	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000	\$31,000,000	\$31,000,000	75.83		
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous 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	April 2023 (Actual)	May 2024	2024	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project was not proposed for Category 12 funds; Increased Category 2 funds to be offset by decrease on TIP 13027.2/CSJ 2374-05-093	\$30,000,000	\$77,000,000	\$77,000,000	\$0	\$25,000,000	\$30,000,000	\$52,000,000			79.21		
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 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$448,000,000	\$400,000,000	\$0	\$0	\$0					61.50		
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	April 2023 (Actual)	May 2024	2024	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but Category 4 funds used instead	\$17,000,000	\$48,000,000	\$48,000,000	\$8,500,000	\$26,500,000	\$8,500,000	\$21,500,000			78.99		
Total Proposed Funding - Parker County																\$208,750,000				

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score		
												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
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000		\$32,775,000	\$172,775,000
Tarrant County Projects																				
21024	0718-02-076	FM 156	at Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$134,583 of Category 1 funding	\$3,364,563	\$3,499,146	\$3,364,563	\$3,364,563	\$3,364,563					88.97		
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095					63.16		
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	September 2034	2035	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$365,000,000	\$0	\$0	\$0					76.01		
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper; On eastbound IH 20 exit to Bardin (frontage road) improve drainage	October 2023	September 2026	2027	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval; Project funding to be reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	\$80,000,000	\$100,000,000	\$25,000,000	\$50,000,000	\$25,000,000			\$0	\$0	76.01		
55043.1	2374-05-094	IH 20	Little Road to Park Springs	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 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Part of the Southeast Connector project; Project was awarded \$100,000,000 of Category 12 funding through 2023 UTP	\$224,000,000	\$200,000,000	\$100,000,000			\$100,000,000	\$100,000,000			82.70		
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6/8 to 8 main lanes; Reconstruct 2/8 lane discontinuous to 4/8 lane continuous frontage roads and 0 to 2 lane eastbound collector distributor lanes	January 2024	September 2027	2028	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	\$130,000,000	\$350,000,000	\$0	\$0	\$0		\$0	\$0		73.24		
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 2022 (Actual)	July 2024	2024	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP; \$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068)	\$140,000,000	\$245,000,000	\$245,000,000	\$0	\$60,000,000	\$90,000,000	\$135,000,000	\$50,000,000	\$50,000,000		79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2032	2033	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$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 to 4/6 discontinuous frontage road lanes	December 2023	September 2027	2028	TxDOT to build safety barriers into managed lane design	\$197,820,000	\$212,820,000	\$212,820,000	\$42,180,000	\$42,180,000	\$155,640,000	\$170,640,000				80.82	
TBD	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	IH 35W at FM 1187 Interchange, Frontage roads and Ramp Operational Improvements	August 2023	September 2027	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not being proposed for funding by the TTC; TxDOT requested Category 12 funding through 2024 UTP, but it is not being proposed for TTC approval	\$75,000,000	\$170,000,000	\$0			\$0	\$0	\$0	\$0	83.01		
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026	January 2028	2028	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000					86.84		
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	September 2027	2028	Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funding to be added to this project and TIP 13057/CSJ 0008-06-052 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$42,500,000	\$112,500,000	\$37,500,000	\$37,500,000	\$37,500,000					80.42		
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	September 2027	2028	Split from TIP 13056; Overall project has a \$16.43 million commitment from City of Fort Worth; Additional Category 2 funds to be offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 funding to be added to this project and TIP 13056/CSJ 0008-05-029 in a future 10-Year Plan Update as approved by the RTC in February 2023 as part of RAISE grant submittal package	\$17,500,000	\$37,500,000	\$37,500,000	\$12,500,000	\$37,500,000					79.36		
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	January 2027	2027		\$20,025,600	\$21,000,000	\$10,000,000	\$10,000,000	\$10,000,000					61.51		
11251.2, 53104	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	November 2023	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0							72.81		
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0							72.81		

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score		
												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
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000		\$32,775,000	\$172,775,000
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 lane ultimate) and interchange at IH 820	February 2026	January 2028	2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements); Project funding to be reduced by \$110 million 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 and local governments on the project scope; Once scope has been agreed upon, funding will be re-programmed in future 10-Year Plan Updates; Remaining \$70 million to be removed and replaced with \$70 million of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas	\$180,000,000	\$180,000,000	\$70,000,000	\$180,000,000	\$0				\$0	\$70,000,000	86.64	
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024	June 2026	2026	Project also has Category 1 funding for any funding gap	\$73,943,201	\$68,661,515	\$68,661,515	\$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 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2027	2028	Project is split out from TIP 51346; Category 2 funds to be increased by \$15,000,000 (offset by decrease on SH 199 [TIP 13005/CSJ 0171-05-068]), then all \$70,000,000 to be removed and replaced with \$70,000,000 of Category 12 funding as part of a proposed funding exchange to advance the IH 30 Canyon project in Dallas	\$70,000,000	\$70,000,000	\$70,000,000	\$55,000,000	\$0				\$0	\$70,000,000	94.82	
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026	2027		\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						77.49	
14092	2266-02-159	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	January 2027	2027	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$12,638,436	\$12,638,436	\$0	\$12,638,436						73.82	
55044.1	0172-06-105	US 287	Village Creek Road to Berry St.	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 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC; Category 12 funding being proposed for TTC approval through 2024 UTP	\$156,800,000	\$178,000,000	\$178,000,000				\$0	\$178,000,000	\$0	\$0	80.36	
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 discontinuous to 4/8 lane continuous frontage roads, and sidewalks	November 2023	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funds offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068)	\$122,280,000	\$174,280,000	\$174,280,000	\$61,600,000	\$96,600,000	\$42,680,000	\$77,680,000				81.86	
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	November 2023	May 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding and \$1,580,275 of Category 1 funding; STBG funds on this project 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)	\$12,821,102	\$18,055,079	\$14,821,102	\$12,821,102	\$14,821,102						100.00	
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	November 2023	May 2025	2025	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	N/A	\$8,558,000	\$2,541,669	\$1,541,669	\$2,541,669						72.02	
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane existing southbound frontage road	November 2023	May 2025	2025	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding and \$1,581,311 of Category 1 funding	N/A	\$11,647,311	\$2,838,179	\$1,538,179	\$2,838,179						70.49	
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	November 2023	May 2025	2025	Current Category 2 funding was approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$149,995 of Category 1 funding	N/A	\$1,988,174	\$1,838,179	\$1,538,179	\$1,838,179						71.26	
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	November 2023	May 2025	2025	Current funding is old Category 2 approved prior to this 10-Year Planning effort; Project being added to the list because new Category 2 funding is being proposed; MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$12,048,306 of Category 1 funding	N/A	\$13,904,785	\$1,856,480	\$1,556,480	\$1,856,480						73.68	
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	April 2024	September 2024	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Existing STBG funds on this project were exchanged for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap	\$5,200,000	\$5,842,298	\$5,000,000	\$5,000,000	\$5,000,000						77.66	
												Total Proposed Funding - Tarrant County								
																		\$1,344,745,218		

Amounts only include Cat 2, 4, 12 funds
Red text indicates changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2024 - FY2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2024 - FY2033						MPO Project Score			
												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	
												\$1,025,691,618	\$779,242,068	\$509,910,719	\$725,228,909	\$150,000,000	\$328,000,000		\$32,775,000	\$172,775,000	
Wise County Projects																					
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$6,000,000	\$3,600,000	\$3,600,000	\$3,600,000	\$0	\$0					67.70	
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September 2027	2028		\$17,000,042	\$25,000,000	\$13,300,000	\$13,300,000	\$13,300,000	\$0	\$0						67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$32,700,000	\$42,700,000	\$16,700,000	\$16,700,000	\$16,700,000								68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 2 lane, 2 way discontinuous frontage roads to 2 lane, one-way continuous frontage roads in each direction	November 2023	December 2027	2028	New project proposed by TxDOT Fort Worth	N/A	\$40,000,000	\$40,000,000			\$0	\$40,000,000						61.99
Total Proposed Funding - Wise County																					
\$73,600,000																					
Various County Projects																					
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	N/A	September 2023	2024	Additional funds paying for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000							\$875,000	\$875,000		N/A
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	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000							\$900,000	\$900,000		N/A
Total Proposed Funding - Various County																					
\$1,775,000																					
Total Category 2, 4, and 12 Funding											\$1,909,880,218	\$796,382,219	\$724,285,218	\$394,820,000	\$684,820,000	\$150,000,000	\$328,000,000	\$32,775,000	\$172,775,000		
Total Amount Remaining for Programming											\$95,365,759	\$229,309,399	\$54,956,850	\$115,090,719	\$40,408,909	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations											\$2,005,245,977										

Future Project Lettings (FY2024-FY2033)			
	Category 2	Category 4	Category 12
2024-2033	\$724,285,218	\$684,820,000	\$500,775,000
Total	\$724,285,218	\$684,820,000	\$500,775,000

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY 2024 - FY 2033**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2024 - FY 2033					MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved		Cat 12 Proposed		
												\$55,278,246	\$62,661,846	\$0	\$18,373,452	\$123,200,000		\$244,882,039		
Hunt County Projects																				
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2026	2027	Hunt County is doing environmental clearance	\$16,800,000	\$22,400,000	\$16,800,000	\$16,800,000	\$16,800,000				82.54			
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		\$24,640,000	\$26,640,000	\$26,640,000	\$24,640,000	\$26,640,000				90.27			
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	March 2022 (Actual)	September 2026	2027	Project was awarded Category 12 funds via the 2020 UTP; Additional Category 12 funding (but not the full request) being proposed for TTC approval	\$44,800,000	\$191,077,618	\$96,077,618				\$40,000,000	\$96,077,618	62.27			
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$37,824,526	\$71,660,123	\$71,660,123	\$11,824,526	\$13,689,859	\$0	\$8,373,452	\$26,000,000	\$49,596,812	77.26		
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$27,323,788	\$52,931,546	\$52,931,546	\$1,323,788	\$1,820,209	\$0	\$5,000,000	\$26,000,000	\$46,111,337	76.40		
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	October 2023	2024	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Additional Category 12 funding being proposed for TTC approval	\$31,289,933	\$58,208,050	\$58,208,050	\$89,932	\$111,778	\$0	\$5,000,000	\$31,200,000	\$53,096,272	82.02		
TBD	0009-13-194	IH 30	West of Monty Stratton to East of Division St	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$224,000,000	\$1,000,000	\$0	\$1,000,000				69.84			
TBD	0009-13-195	IH 30	East of Division St to East of Lamar St	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$168,000,000	\$1,000,000	\$0	\$1,000,000				68.32			
TBD	0009-13-196	IH 30	East of Lamar St to East of FM 513	Widen 4 to 6 lane freeway	TBD	May 2028	2028	Propose to add project to the 10-Year Plan; Category 2 funding being proposed to permit TxDOT to begin buying right-of-way	N/A	\$280,000,000	\$1,000,000	\$0	\$1,000,000				65.90			
13053.2	0083-11-026	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	September 2019 (Actual)	August 2026	2026	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap	\$600,000	\$648,000	\$600,000	\$600,000	\$600,000				65.49			
											Total Proposed Funding - Hunt County									
													\$325,917,337	\$55,278,246	\$62,661,846	\$0	\$18,373,452	\$123,200,000	\$244,882,039	
													\$0	\$0	\$0	\$0	\$0	\$0	\$0	
													\$325,917,337							

Future Project Lettings (FY 2024-FY 2033)			
	Category 2	Category 4	Category 12
2024-2033	\$62,661,846	\$18,373,452	\$244,882,039
Total	\$62,661,846	\$18,373,452	\$244,882,039

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,240,615 of CMAQ funding; Project low bid is for this project and TIP 14071.2/CSJ 3476-02-013	\$13,639,341	\$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 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$24,834,021	\$34,793,244	\$34,793,244			
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 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,219,051	\$3,985,550	\$3,985,550			
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 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; Project completed in April 2021	\$16,867,792	\$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	February 2019 (Actual)	July 2022 (Actual)	2022		\$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)	February 2019 (Actual)	July 2022 (Actual)	2022		\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April 2023 (Actual)	2023	Project also has Category 11 funding to cover funding gap; Additional Category 2 funding proposed to cover cost overrun at letting	\$46,333,942	\$45,570,230	\$45,570,230 \$44,570,571			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$2,644,322 of CMAQ funding; Project low bid is for this project and TIP 14071/CSJ 1392-01-044	\$13,639,341	\$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	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
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	September 2018 (Actual)	December 2022 (Actual)	2023	Additional Category 4 funding proposed to cover cost overrun at letting	\$39,271,527	\$38,899,990	\$38,899,990 \$31,699,658			
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	January 2018 (Actual)	October 2020 (Actual)	2021		\$38,917,859	\$54,174,694		\$54,174,694		
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)	April 2018 (Actual)	July 2022 (Actual)	2022		\$31,480,213	\$38,783,754	\$38,783,754			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$43,578,574	\$26,155,102	\$26,155,102			
Total Approved Funding - Collin County											\$317,571,579			

ELECTRONIC ITEM 5.3

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
Dallas County Projects														
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for change orders; Project completed in August 2022	\$24,549,664	\$24,549,664		\$24,549,664		
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	December 2016 (Actual)	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	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$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 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$13,601,005	\$30,182,264	\$7,827,157		\$22,355,107	
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on 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			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,667,581		\$3,667,581		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$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	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
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	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	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	January 2018 (Actual)	June 2018 (Actual)	2018	Category 1 funds to be used for any change orders; Project completed in April 2021	\$20,927,948	\$20,927,948		\$20,927,948		
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)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project completed in August 2022	\$11,599,215	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$194,356,319	\$210,000,000			\$210,000,000	
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	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
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	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$91,202,288	\$210,000,000			\$210,000,000	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021		\$907,339	\$2,163,200	\$2,163,200			
Total Approved Funding - Dallas County											\$2,443,325,160			
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	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$70,480,395	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021		\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586 \$26,109,253		
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	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$11,088,528	\$7,500,000	\$7,500,000			
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	October 2019 (Actual)	July 2022 (Actual)	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$27,745,863		\$883,567	\$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	March 2013 (Actual)	January 2023 (Actual)	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Additional Category 2 funding proposed to cover cost overrun at letting; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625 \$62,438,273			
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	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project completed in May 2021	\$18,441,508	\$1,098,811	\$1,098,811			
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,803,011	\$13,444,113	\$13,444,113			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
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)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; 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 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55260/CSJ 0353-09-003	\$95,531,732	\$67,292,321	\$67,292,321 \$64,977,102			
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	August 2020 (Actual)	April 2023 (Actual)	2023	Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55235/CSJ 0353-02-037	\$95,531,732	\$28,239,411	\$28,239,411 \$26,284,562			
Total Approved Funding - Denton County											\$389,908,002			
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	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Leaving funds in for change orders; Project completed in June 2021	\$28,247,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090	\$45,984,067	\$42,000,000	\$42,000,000			
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	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
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	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project completed in December 2021	\$27,616,577	\$26,700,000		\$26,700,000		
Total Approved Funding - Ellis County														\$85,800,000
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 2019 (Actual)	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; <u>Additional Category 2 funding proposed to partially cover cost overrun at letting; Category 11 to cover remainder of cost overrun</u>	\$13,687,533	\$6,894,899 \$5,014,472	\$6,894,899	\$5,014,472		
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	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	\$6,443,588		\$6,443,588		
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	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding	\$112,819,452	\$133,000,000		\$133,000,000		
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	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,972,961	\$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	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project completed in December 2021	\$1,238,789	\$2,163,200	\$2,163,200			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 (Actual)	2023	Project also has \$3,662,623 \$4,000,000 of Category 11 funding; <u>Additional Category 2 funding proposed to partially cover cost overrun at letting with Category 11 covering the rest</u>	\$43,212,466	\$39,549,843 \$28,763,522	\$39,549,843	\$28,763,522		
Total Approved Funding - Kaufman County														\$200,977,148
Rockwall County Projects														
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project was completed in August 2021	\$9,250,063	\$8,325,063	\$8,325,063			

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 DAL	Category 4 DAL	Category 12 Clear Lanes DAL	Category 12 Strategic Priority DAL
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	March 2019 (Actual)	June 2023 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; <u>Additional Category 2 and 12 funding proposed to cover cost overrun at letting</u>	\$342,870,407	\$254,603,781 <u>\$295,320,406</u>	\$76,783,395 <u>\$89,062,713</u>		\$177,820,386 <u>\$206,257,693</u>	
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	March 2019 (Actual)	October 2022 (Actual)	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has Category 1 funds for any funding gap; Additional Category 4 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55221/CSJ 0009-12-215	\$312,522,588	\$199,292,314		\$32,045,599 \$32,000,000	\$167,246,715 \$146,424,272	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 55195/CSJ 0009-12-220	\$312,522,588	\$113,230,273		\$66,992,876 \$55,202,686	\$46,237,397 \$38,100,000	
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	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$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)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project was completed in February 2021	\$16,957,442	\$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)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project was completed in February 2021	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County											\$638,787,221			
Various County Projects														
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$1,696,500				\$1,696,500
Total Approved Funding - Various County											\$1,696,500			
Total Category 2, 4, and 12 Funding										\$4,078,065,610	\$1,807,750,635	\$705,872,881	\$1,529,491,298	\$34,950,796

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$191,675,740	\$252,010,693
2022	\$225,649,174	\$182,327,155	\$26,862,296
2023	\$432,985,603	\$70,945,589	\$421,438,305
Total	\$1,807,750,635	\$705,872,881	\$1,564,442,094

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
Denton County Projects														
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000				\$1,000,000
Total Funding - Denton County											\$1,000,000			
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	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$46,969,449	\$0	\$0			
Total Funding - Hood County											\$0			
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
Total Funding - Johnson County											\$3,950,000			
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds	\$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	February 2023 (Actual)	May 2023 (Actual)	2023	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds previously moved to TIP 13061.2/CSJ 0008-16-044; Project low bid is for this project and TIP 13061.2/CSJ 0008-16-044; Additional Category 4 funding proposed to cover cost overrun at letting	\$54,398,492	\$28,293,108		\$28,293,108 \$20,000,000		
Total Funding - Parker County											\$40,293,108			

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
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	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	February 2023 (Actual)	May 2023 (Actual)	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; Project also has \$4,230,384 of Category 1 funds; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project and TIP 13061/CSJ 0008-03-094	\$54,398,492	\$21,875,000	\$6,875,000 \$5,000,000	\$15,000,000		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$20,961,182	\$23,000,000		\$23,000,000		
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	September 2020 (Actual)	February 2023 (Actual)	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125; 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 \$468,000,000			
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	February 2023 (Actual)	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021; Additional Category 2 funding proposed to cover cost overrun at letting	\$18,792,215	\$18,792,215	\$18,792,215 \$18,000,000			
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	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$31,413,964	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M 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 for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$98,999,997	\$154,000,000				\$154,000,000

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since July 2023 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	March 2023 (Actual)	2023	Project also has \$7,994,050 of Category 6 funding; Additional Category 2 funding proposed to cover cost overrun at letting	\$26,588,577	\$18,594,527	\$18,594,527 \$18,000,000			
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	April 2020 (Actual)	June 2020 (Actual)	2020		\$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 & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$97,837,881	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project completed in April 2021	\$53,391,000	\$62,000,000	\$62,000,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$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	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	FY2017 - FY2023			
											Category 2 FTW	Category 4 FTW	Cat 12 Clear Lanes FTW	Cat 12 Strategic Priority FTW
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	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715			
Total Funding - Tarrant County											\$2,529,915,313			
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 roadway and replace bridge and culvert structures	N/A	August 2023	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; Grouped project	TBD	\$26,000,000	\$26,000,000			
Total Funding - Wise County											\$26,000,000			
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	N/A	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$812,500				\$812,500
Total Funding - Various County											\$812,500			
Total Category 2, 4, and 12 Funding										\$2,601,970,921	\$1,212,940,313	\$380,286,108	\$799,602,000	\$209,142,500

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,670,742	\$43,293,108	\$812,500
Total	\$1,212,940,313	\$380,286,108	\$1,008,744,500

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2023**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 12)	FY2017 - FY2023			
											Category 2 Hunt	Category 12 Hunt		
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	November 2018 (Actual)	October 2020 (Actual)	2021		\$14,191,647	\$16,400,000	\$16,400,000			
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding; Additional Category 2 funding proposed to cover cost overrun at letting	\$30,044,518	\$25,023,674	\$25,023,674 \$19,552,000			
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; 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; Additional Category 2 and 12 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 21051/CSJ 0009-13-175	\$128,075,439	\$52,374,999	\$23,375,000 \$17,000,000	\$28,999,999 \$23,200,000		
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 1 funding; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 13050/CSJ 0009-13-167, and TIP 21051/CSJ 0009-13-175	\$128,075,439	\$39,679,749	\$39,679,749 \$28,857,999			
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 1 funding; Additional Category 2 funding proposed to cover cost overrun at letting; Project low bid is for this project, TIP 55223/CSJ 0009-13-173, and TIP 13050/CSJ 0009-13-167	\$128,075,439	\$15,129,828	\$15,129,828 \$11,003,511			
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	September 2019 (Actual)	March 2023 (Actual)	2023	Additional Category 2 funding proposed to cover cost overrun at letting	\$4,510,636	\$4,510,636	\$4,510,636 \$4,496,000			
										Total Funding		\$153,118,886		
										Total Category 2 and 12 Funding		\$153,118,886	\$124,118,887	\$28,999,999

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022	\$0	\$0
2023	\$107,718,887	\$28,999,999
Total	\$124,118,887	\$28,999,999

Amounts only include Category 2 and 12 funding.
Red text and strikethroughs indicate changes since July 2023 RTC meeting



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

August 3, 2023

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 E. 11th Street
Austin, TX 78701

Dear Chairman Bugg:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, the RTC has taken action to transmit this correspondence to you. This will also be transmitted to the record regarding the Texas Department of Transportation's (TxDOT) proposed 2024 Unified Transportation Program (UTP).

As you know, MPOs develop 10-Year Plans using performance-based planning and project selection methods, and include projects funded with Category 2 – Metro and Urban Corridors, Category 4 – Statewide Connectivity, and requests for Category 12 – Strategic Priority funding. Texas Transportation Code §201.9991(d), created by HB 20 (84R), requires the Texas Transportation Commission (TTC) to allocate no more than 10 percent of the current biennial budget of the Department to Category 12. The proposed draft 2024 UTP allocation of Category 12 funding exceeded the 10 percent cap. To help resolve this issue, the DFW region was asked by TxDOT to trade Category 12 funds on the IH 30 Canyon project in 2025 and replace the funding with Category 2 funds. This trade helps TxDOT balance out the over-programming of Category 12 in the first two years of the UTP.

The RTC requests that the TTC rebalance Categories 2, 4, and 12 funds to avoid trading funds and over-programming Category 12 in the future. Long term, if Category 12 funds continue to be programmed at 20 percent, but only 10 percent of funds can proceed in a 2-year period statutorily, projects will be naturally held up and/or complicated trades will be necessary. Administrative oversight and tracking of such trades that are not completed until 3-10 years in the future create logistical complications that would be unnecessary if the funds were instead assigned to formula allocated categories like Category 2 and 4.

Thank you for this opportunity to provide comments on the proposed 2024 Unified Transportation Program. The RTC looks forward to a continued partnership with the TTC and TxDOT to address the transportation needs of the DFW region. Please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9284 or mmorris@nctcog.org with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Gyna Bivens". The signature is fluid and cursive, written over a white background.

Gyna Bivens, Chair
Regional Transportation Council
Mayor Pro Tem, City of Fort Worth

Chairman Bugg
Page Two

August 3, 2023

RG:kw

cc: The Honorable W. Alvin New, Commissioner
The Honorable Robert C. Vaughn, Commissioner
The Honorable Alejandro G. Meade III, Commissioner
The Honorable Steven D. Alvis, Commissioner
Marc D. Williams, Executive Director, TxDOT
Ceason Clemens, P.E., Dallas District Engineer, TxDOT
David M. Salazar Jr., P.E., Fort Worth District Engineer, TxDOT
Noel Paramanatham, P.E., Paris District Engineer, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG

MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM – INFRA/MEGA/RURAL



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER
REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM – August 10, 2023

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 23/24) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$3.1 Billion

– All Projects (FY 23/24)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline: 9/30/2026**
- **Construction Start Deadline: 3/30/2028**

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1.8 Billion

– All Projects (FY 23/24)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2026”**

Uniform Selection Criteria:

- Safety
- State of Good Repair
- Innovation
- Economic Impacts, Freight Movement, & Job Creation
- Climate Change, Resiliency, & the Environment
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Financial Completeness
- Environmental Review/Risk Assessment

Application Deadline: 8/21/2023

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$675 Million

– All Projects (FY 23/24)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline: 9/30/2026**
- **Construction Start Deadline: 3/30/2028**

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 23/24 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NEW?	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
				NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	MPDG Amount (Grant Type)	%	
FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)										
Dallas County Inland Port (DCIP) Multimodal Connectivity Project	Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) & Sunrise Rd. (Belt Line Rd. – Loop 9) to 4-lane arterials w/ side paths for better mobility/accessibility.	NO <i>(FY 22 MPDG)</i>	EAST	N/A	\$16,995,000 ¹	21%	\$20,530,000 ²	\$45,000,000 (INFRA/RURAL)	79%	\$82,525,000
Alliance Smart Port Deployment & SH 170 Connections Project	Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, & new EV/alternate fuel capacities to unleash Alliance logistics optimization concept.	YES	WEST	\$25,973,699 ³	\$132,450,000 ⁴	61%	\$23,400,000 ⁵	\$80,000,000 (INFRA)	39%	\$261,823,699
US 81/287 North Tarrant County Reconstruction Project	Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, & new grade separations (IH 35W – Avondale Haslet Rd.).	YES	WEST	\$50,856,000 ⁶	\$19,400,000 ⁷	20%	\$158,704,000 ⁸	\$115,440,000 (MEGA)	80%	\$344,400,000

NOTES:

- Dallas County - \$5,100,000; City of Lancaster - \$7,650,000; City of Wilmer - \$2,645,000; Franchise Utilities - \$1,600,000*
- RTC (Existing) - \$8,000,000 STBG; RTC (New) - \$12,530,000 STBG + 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)*
- RTC (New) - \$11,000,000 RTR + 2,680,000 TDCs; TxDOT - \$14,973,699 (source TBD)*
- Cavnue (Private) - \$21,850,000; Hillwood (Private) - \$85,400,000; City of Fort Worth (2022 Bond) - \$8,450,000; Tarrant County (2021 Bond) - \$6,750,000 (Existing) + \$10,000,000 (New)*
- RTC (New) - \$23,400,000 STBG*
- TxDOT State Funds - \$16,000,000 (Engineering) + \$34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)*
- City of Fort Worth (ROW) - \$6,900,000; City of Fort Worth/Franchise (Utilities) - \$12,500,000*
- TxDOT Federal Funds - \$139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) + \$19,280,000 (Construction – Future UTP Cat 2/4)*

East/West (E/W) Balance – USDOT Grant Opportunities

Considerations over Multiple Programs

- **Candidate selection impacted by eligibility, submittal limits, readiness, merit criteria, & previously submitted projects -- May occasionally create intra-program E/W imbalance:**
 - ▣ FY 22 Safe Streets and Roads for All (SS4A) Program – East only
 - ▣ FY 22 Bridge Investment Program (BIP) – West only
 - ▣ FY 22 Railroad Crossing Elimination Program (RCEP) – East only
- **FY 23 Reconnecting Communities Pilot (RCP)/Neighborhood Access & Equity (NAE) Program – Initial Candidate Options** (*applications due September 28, 2023*):
 - ▣ Project Resubmittals:
 - **Klyde Warren Park Phase 2.0 (KWP2.0):** FY 22 RCP & FY 23 RAISE (*NCTCOG*)
 - **Southern Gateway Park Phase 2.0 (SGP2.0):** FY 23 RAISE (*NCTCOG*)
 - **IH 30 “Canyon” (Dallas Farmers Market/Heritage Village Deck Park):** FY 21-23 INFRA/MEGA (*TxDOT/NCTCOG*)
 - ▣ Dallas Water Commons
 - ▣ Swyft ?
 - ▣ SH 5 McKinney ?
- **Temporary offset of E/W balance from MPDG Program candidates potentially restored with RCP/NAE Program candidates**

Multimodal Projects Discretionary Grant (MPDG) Program

FY 23/24 Schedule

May 11, 2023	RTC Information
May 26, 2023	STTC Information
June 26, 2023	FY 23/24 MPDG Notice of Funding Opportunity (NOFO) Release
July 20, 2023	Finalize Candidate Project Scope, Cost, Funding Amount(s)/Source(s), & Phasing/Schedule Details <i>(for posting of STTC Agenda)</i>
July 28, 2023	STTC Action
August 7, 2023	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcog.org)</i>
August 10, 2023	RTC Action
August 21, 2023	FY 23/24 MPDG Application Deadline – Grants.gov
August 24, 2023	Executive Board Endorsement

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Requested RTC Action

Recommend approval of:

- **Allocation of previous/new RTC funds:**
 - ▣ *Dallas County Inland Port (DCIP) Multimodal Connectivity Project*
 - \$12,530,000 STBG funds (including 4,270,000 TDCs) – same as FY 22 INFRA/RURAL
 - ▣ *Alliance Smart Port Deployment & SH 170 Connections Project*
 - \$11,000,000 RTR funds (Denton County) – Electric hostler vehicles (6) & charging infrastructure
 - \$23,400,000 STBG funds – Engineering/ROW/Construction (SH 170) & signal optimization (Intermodal Parkway)
 - 2,680,000 TDCs – Federal match for engineering/ROW (SH 170) & signal optimization (Intermodal Parkway)
- **Request for any new funds from local/TxDOT partners, as specified**
- **Proposed projects to submit for funding consideration through FY 23/24 MPDG Program**
- **Administratively amending NCTCOG & State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for FY 23/24 MPDG awards**

CONTACT INFORMATION

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>



Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0519	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
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Reason for Request:	CLARIFY SCOPE TO 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; DECREASE ENGINEERING AND ROW FUNDING; ADVANCE CONSTRUCTION TO FY2025 AND ADD TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROVIDED TO THE RTC ON JULY 13, 2023; CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023
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PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53109	US 80	DALLAS	MESQUITE	TXDOT-DALLAS	FT1-32.10.1, FT1-32.10.2

Limits From:	EAST OF TOWN EAST BLVD
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Limits To:	EAST OF BELT LINE RD
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Project Scope:	RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/4/6 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS AND RECONSTRUCT IH 635 INTERCHANGE
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FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	0095-02-107	SW PE	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2023	ROW	0095-02-107	SW ROW	\$53,600,000	\$6,700,000	\$0	\$6,700,000	\$0	\$67,000,000
2027	CON	0095-02-107	4 - STATEWIDE CONNECTIVITY	\$75,719,691	\$18,929,923	\$0	\$0	\$0	\$94,649,614
Total				\$129,319,691	\$45,629,923	\$0	\$6,700,000	\$0	\$181,649,614

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53109	US 80	DALLAS	MESQUITE	TXDOT-DALLAS	FT1-32.10.1, FT1-32.10.2

Limits From:	EAST OF TOWN EAST BLVD
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Limits To:	EAST OF BELT LINE RD
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Project Scope:	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
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Comments:	REGIONAL 10 YEAR PLAN PROJECT
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AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS
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FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	0095-02-107	SW PE	\$0	\$11,989,900	\$0	\$0	\$0	\$11,989,900
2023	ROW	0095-02-107	SW ROW	\$7,823,926	\$977,991	\$0	\$977,991	\$0	\$9,779,908
2025	CON	0095-02-107	12 - STRAT PRIORITY	\$18,696,318	\$4,674,080	\$0	\$0	\$0	\$23,370,398
2025	CON	0095-02-107	2M - METRO CORR	\$30,333,411	\$7,583,353	\$0	\$0	\$0	\$37,916,764
2025	CON	0095-02-107	4 - STATEWIDE CONNECTIVITY	\$182,723,744	\$45,680,936	\$0	\$0	\$0	\$228,404,680
Total				\$239,577,399	\$70,906,260	\$0	\$977,991	\$0	\$311,461,650

Yes - Contingent on TxDOT approval?

The following signature authorizes:

No - Additional MPO Allocated Funds Moved to Year One

Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

CERTIFIED BY:

Michael Morris

7/22/2023

Casson Clemens

7/22/2023

Michael Morris, P.E.

Date

Casson Clemens, P.E.

Date

Director of Transportation
NCTCOG

District Engineer
TxDOT Dallas District

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0520	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
Reason for Request:	DECREASE ENGINEERING, INCREASE ROW, AND ADVANCE CONSTRUCTION TO FY2024 IN THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROVIDED TO THE RTC ON JULY 13, 2023; CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53110.2	IH 635	DALLAS	MESQUITE	TXDOT-DALLAS	FT1-131.10.3

Limits From:	AT US 80 INTERCHANGE
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Limits To:	
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Project Scope:	RECONSTRUCT EXISTING INTERCHANGE
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FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	2374-02-162	SW PE	\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000
2023	ROW	2374-02-162	SW ROW	\$14,400,000	\$1,600,000	\$0	\$0	\$0	\$16,000,000
2027	CON	2374-02-162	4 - STATEWIDE CONNECTIVITY	\$80,280,309	\$20,070,077	\$0	\$0	\$0	\$100,350,386
Total				\$94,680,309	\$37,670,077	\$0	\$0	\$0	\$132,350,386

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53110.2	IH 635	DALLAS	MESQUITE	TXDOT-DALLAS	FT1-131.10.3

Limits From:	AT US 80 INTERCHANGE
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Limits To:	
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Project Scope:	RECONSTRUCT EXISTING INTERCHANGE
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Comments:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 53110/CSJ 0095-02-096
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AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS
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FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	2374-02-162	SW PE	\$0	\$8,420,148	\$0	\$0	\$0	\$8,420,148
2023	ROW	2374-02-162	SW ROW	\$30,931,157	\$3,436,795	\$0	\$0	\$0	\$34,367,952
2024	CON	2374-02-162	12 - STRAT PRIORITY	\$51,058,336	\$12,764,584	\$0	\$0	\$0	\$63,822,920
2024	CON	2374-02-162	4 - STATEWIDE CONNECTIVITY	\$103,396,310	\$25,849,078	\$0	\$0	\$0	\$129,245,388
Total				\$185,385,803	\$50,470,605	\$0	\$0	\$0	\$235,856,408

<p>Yes - Contingent on TxDOT approval?</p> <p>CERTIFIED BY:  Michael Morris, P.E. Director of Transportation NCTCOG</p>	<p>The following signature authorizes: No - Additional MPO Allocated Funds Moved to Year One Yes - Modification to TxDOT Selected Program</p> <p>CERTIFIED BY:  Ceason Clemens, P.E. District Engineer TxDOT Dallas District</p>
<p>7/22/2023 Date</p>	<p>7/22/2023 Date</p>

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0521	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
Reason for Request:	INCREASE ENGINEERING AND DECREASE ROW; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 LANE CONTINUOUS FRONTAGE ROAD TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; ADVANCE CONSTRUCTION TO FY 2024 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53110	US 80	DALLAS	SUNNYVALE	TXDOT-DALLAS	FT1-32.10.3
Limits From:	EAST OF BELT LINE RD					
Limits To:	LAWSON RD					
Project Scope:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS					

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2004	ENG	0095-02-096	SW PE	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2020	ROW	0095-02-096	SW ROW	\$33,600,000	\$4,200,000	\$0	\$4,200,000	\$0	\$42,000,000
2027	CON	0095-02-096	12 - STRAT PRIORITY	\$82,592,670	\$20,648,168	\$0	\$0	\$0	\$103,240,838
2027	CON	0095-02-096	4 - STATEWIDE CONNECTIVITY	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Total				\$124,192,670	\$36,848,168	\$0	\$4,200,000	\$0	\$165,240,838

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	53110	US 80	DALLAS	SUNNYVALE	TXDOT-DALLAS	FT1-32.10.3
Limits From:	EAST OF BELT LINE RD					
Limits To:	LAWSON RD					
Project Scope:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 LANE CONTINUOUS FRONTAGE ROAD TO 4/6 LANE CONTINUOUS FRONTAGE ROADS					
Comments:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 53110.2/CSJ 2374-02-162; PROJECT IS A PORTION OF A LONGER SECTION THAT IS DISCONTINUOUS					
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS					

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2004	ENG	0095-02-096	SW PE	\$0	\$12,916,409	\$0	\$0	\$0	\$12,916,409
2020	ROW	0095-02-096	SW ROW	\$4,602,585	\$575,323	\$0	\$575,323	\$0	\$5,753,231
2024	CON	0095-02-096	12 - STRAT PRIORITY	\$207,626,886	\$51,906,722	\$0	\$0	\$0	\$259,533,608
2024	CON	0095-02-096	4 - STATEWIDE CONNECTIVITY	\$39,253,253	\$9,813,313	\$0	\$0	\$0	\$49,066,566
Total				\$251,482,724	\$75,211,767	\$0	\$575,323	\$0	\$327,269,814

Yes - Contingent on TxDOT approval?

The following signature authorizes:
No - Additional MPO Allocated Funds Moved to Year One
Yes - Modification to TxDOT Selected Program

CERTIFIED BY:
DocuSigned by:

Michael Morris

7/22/2023

Date

Michael Morris, P.E.
Director of Transportation
NCTCOG

CERTIFIED BY:
DocuSigned by:

Casson Clemens

7/22/2023

Date

Casson Clemens, P.E.
District Engineer
TxDOT Dallas District

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0522	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
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Reason for Request:	DECREASE ROW AND INCREASE ENGINEERING FUNDING; CHANGE FUNDING CATEGORY FOR ROW TO SW ROW; ADVANCE CONSTRUCTION TO FY2024 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROVIDED TO THE RTC ON JULY 13, 2023; CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023
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PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	20084	US 75	COLLIN	VARIOUS	TXDOT-DALLAS	FT1-23.10.1

Limits From:	NORTH OF CR 370
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Limits To:	CR 375 (GRAYSON COUNTY LINE)
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Project Scope:	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 ROAD
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FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2012	ROW	0047-14-053	S102	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
2023	ENG	0047-14-053	SW PE	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2027	CON	0047-14-053	12 - STRAT PRIORITY	\$36,903,875	\$9,225,969	\$0	\$0	\$0	\$46,129,844
2027	CON	0047-14-053	4 - STATEWIDE CONNECTIVITY	\$14,077,820	\$3,519,455	\$0	\$0	\$0	\$17,597,275
Total				\$66,981,695	\$15,495,424	\$0	\$2,000,000	\$0	\$84,477,119

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	20084	US 75	COLLIN	VARIOUS	TXDOT-DALLAS	FT1-23.10.1

Limits From:	NORTH OF CR 370
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Limits To:	CR 375 (GRAYSON COUNTY LINE)
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Project Scope:	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 ROAD
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Comments:	MPO MILESTONE POLICY PROJECT (ROUND 2); REGIONAL 10-YEAR PLAN PROJECT
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AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS
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FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2012	ROW	0047-14-053	SW ROW	\$4,870,109	\$608,764	\$0	\$0	\$0	\$5,478,873
2023	ENG	0047-14-053	SW PE	\$0	\$5,476,147	\$0	\$0	\$0	\$5,476,147
2024	CON	0047-14-053	12 - STRAT PRIORITY	\$51,023,215	\$12,755,804	\$0	\$0	\$0	\$63,779,019
2024	CON	0047-14-053	4 - STATEWIDE CONNECTIVITY	\$28,213,160	\$7,053,290	\$0	\$0	\$0	\$35,266,450
Total				\$84,106,484	\$25,894,005	\$0	\$0	\$0	\$110,000,489

Yes - Contingent on TxDOT approval?

The following signature authorizes:

No - Additional MPO Allocated Funds Moved to Year One

Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

Michael Morris

7/22/2023

Date

Michael Morris, P.E.
Director of Transportation
NCTCOG

CERTIFIED BY:

Casson Clemens

7/22/2023

Date

Casson Clemens, P.E.
District Engineer
TxDOT Dallas District

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0523	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
Reason for Request:	ADD ENGINEERING IN FY2022 AND ADVANCE ROW TO FY2022; ADD CONSTRUCTION TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROVIDED TO THE RTC ON JULY 13, 2023; CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)			
DALLAS	55197.3	IH 35	DENTON	SANGER	TXDOT-DALLAS	FT1-3.10.1			
Limits From:	NORTH OF VIEW RD								
Limits To:	DENTON/COOKE CL								
Project Scope:	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								
FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ROW	0195-02-084	SW ROW	\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000
Total				\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)			
DALLAS	55197.3	IH 35	DENTON	SANGER	TXDOT-DALLAS	FT1-3.10.1			
Limits From:	NORTH OF VIEW RD								
Limits To:	DENTON/COOKE CL								
Project Scope:	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								
Comments:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55197/CSJ 0195-02-074 AND TIP 55197.2/CSJ 0195-02-081; PROJECT IS A PORTION OF A LONGER SECTION THAT IS DISCONTINUOUS								
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS								

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2022	ENG	0195-02-084	SW PE	\$0	\$2,820,783	\$0	\$0	\$0	\$2,820,783
2022	ROW	0195-02-084	SW ROW	\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000
2024	CON	0195-02-084	11 - DIST DISCR	\$2,059,705	\$514,926	\$0	\$0	\$0	\$2,574,631
2024	CON	0195-02-084	12 - STRAT PRIORITY	\$53,552,317	\$13,388,079	\$0	\$0	\$0	\$66,940,396
Total				\$58,492,022	\$17,043,788	\$0	\$0	\$0	\$75,535,810

Yes - Contingent on TxDOT approval?

The following signature authorizes:
No - Additional MPO Allocated Funds Moved to Year One
Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

Michael Morris

Michael Morris, P.E.
 Director of Transportation
 NCTCOG

7/22/2023

Date

CERTIFIED BY:

Casson Clemens

Casson Clemens, P.E.
 District Engineer
 TxDOT Dallas District

7/22/2023

Date

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0524	Revised Mod:	No	Action Type:	Previous RTC Action	STIP Revision:	Yes
Reason for Request:	ADVANCE ENGINEERING AND ROW TO FY2022; DECREASE ENGINEERING AND INCREASE ROW FUNDING; REVISE LIMITS TO IH 35W FROM DALE EARNHARDT WAY TO FM 407; REVISE SCOPE TO CONSTRUCT 4/6 LANE CONTINUOUS FRONTAGE ROADS; ADD CONSTRUCTION TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROVIDED TO THE RTC ON JULY 13, 2023; CONTINGENT UPON RTC APPROVAL ON AUGUST 10, 2023						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55259	IH 35W	DENTON	VARIOUS	TXDOT-DALLAS	FT1-5.10.1, FT1-5.10.2
Limits From:	DALE EARNHARDT WAY					
Limits To:	SOUTH OF IH 35E/IH 35W INTERCHANGE					
Project Scope:	RECONSTRUCT 2 LANE DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS					

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2036	ENG	0081-13-065	SW PE	\$0	\$14,502,945	\$0	\$0	\$0	\$14,502,945
2036	ROW	0081-13-065	SW ROW	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
Total				\$36,000,000	\$18,502,945	\$0	\$0	\$0	\$54,502,945

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55259	IH 35W	DENTON	VARIOUS	TXDOT-DALLAS	FT1-5.10.2
Limits From:	DALE EARNHARDT WAY					
Limits To:	FM 407					
Project Scope:	CONSTRUCT 4/6 LANE CONTINUOUS FRONTAGE ROADS					
Comments:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55254/CSJ 0081-13-050; PROJECT IS A PORTION OF A LONGER SECTION THAT IS DISCONTINUOUS					
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS					

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2022	ENG	0081-13-065	SW PE	\$0	\$9,319,800	\$0	\$0	\$0	\$9,319,800
2022	ROW	0081-13-065	SW ROW	\$37,800,000	\$4,200,000	\$0	\$0	\$0	\$42,000,000
2025	CON	0081-13-065	12 - STRAT PRIORITY	\$150,789,402	\$37,697,351	\$0	\$0	\$0	\$188,486,753
2025	CON	0081-13-065	2M - METRO CORR	\$19,629,798	\$4,907,449	\$0	\$0	\$0	\$24,537,247
Total				\$208,219,200	\$56,124,600	\$0	\$0	\$0	\$264,343,800

<p>Yes - Contingent on TxDOT approval?</p> <p>CERTIFIED BY: Michael Morris, P.E. Director of Transportation NCTCOG</p>	<p>The following signature authorizes: No - Additional MPO Allocated Funds Moved to Year One Yes - Modification to TxDOT Selected Program</p> <p>CERTIFIED BY: Ceason Clemens, P.E. District Engineer TxDOT Dallas District</p>
<p>7/22/2023 Date</p>	<p>7/22/2023 Date</p>

CITY OF FRISCO, TEXAS

RESOLUTION NO. 2023-07-27R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS, SELECTING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS AS THE DESIGNATED RECIPIENT FOR FEDERAL TRANSIT ADMINISTRATION FUNDS AND CONFIRMING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, IN CONJUNCTION WITH THE REGIONAL TRANSPORTATION COUNCIL, TO CONTINUE AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE MCKINNEY-FRISCO URBANIZED AREA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on March 8, 2023, the Federal Transit Administration (“FTA”) notified the City of Frisco of upcoming changes to the FTA’s allocation of formula funds beginning October 1, 2023 (Fiscal Year 2024) as a result of changes to urban area boundaries published on December 29, 2022, by the Census Bureau based on the 2020 Census of Population and Housing (“2020 Census”); and

WHEREAS, prior to the 2020 Census Bureau updates to urban area boundaries, the Federal Highway Administration and FTA recognized three urbanized areas (“UZAs”) in the Dallas-Fort Worth region: the Dallas-Fort Worth Arlington UZA, Denton-Lewisville UZA and the McKinney UZA with a portion of the City of Frisco included in the Dallas-Fort Worth Arlington UZA; and

WHEREAS, as a result of the 2020 Census Bureau urban area updates, portions of Frisco expanded into the Dallas-Fort Worth Arlington UZA and portions of Frisco are now located in a newly expanded and renamed McKinney-Frisco UZA (formerly McKinney UZA), which has over 200,000 in population; and

WHEREAS, for the McKinney-Frisco UZA, the Governor or designee, in cooperation with publicly owned public transportation services in the UZA and the designated Metropolitan Planning Organization (“MPO”) for the UZA, must select a Designated Recipient for FTA formula funds (i.e., Section 5307 transit formula funds; Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5337 State of Good Repair Program, and/or Section 5339 Bus and Bus Facilities Program); and

WHEREAS, a Designated Recipient has the principal authority and responsibility for administering FTA formula funds within a UZA, including receiving and apportioning FTA funds to eligible projects and recipients in cooperation with the MPO. FTA encourages the designation of a single Designated Recipient for each UZA with 200,000 or more in population; and

WHEREAS, the North Central Texas Council of Governments (“NCTCOG”) is a Texas political subdivision and non-profit corporation organized and operating under Texas Local Government Code Chapter 391 as the regional planning commission for the 16-county North Central Texas region; and

WHEREAS, since 2005, NCTCOG has served as an FTA Designated Recipient for FTA funds for portions of the Dallas-Fort Worth region outside the service area boundaries of the Dallas

Area Rapid Transit, Denton County Transportation Authority and the Fort Worth Transportation Authority (Trinity Metro); and

WHEREAS, in 1974, NCTCOG was designated by the Governor as the MPO for the Dallas-Fort Worth region, which now includes the Dallas-Fort Worth Arlington, Denton-Lewisville; and McKinney-Frisco UZAs; and

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials, serves as the MPO policy body and has been and continues to be a forum for cooperative decisions on transportation; and

WHEREAS, the City of Frisco represents Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village on the Regional Transportation Council; and

WHEREAS, staff recommends the selection of NCTCOG to serve as the Designated Recipient for FTA funds for the McKinney-Frisco Urbanized Area; and

WHEREAS, staff recommends confirming that NCTCOG, in conjunction with the Regional Transportation Council, continue to serve as the Metropolitan Planning Organization for the McKinney-Frisco Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS:

SECTION 1: Findings Incorporated. The findings set forth above are incorporated into the body of this Resolution as if fully set forth herein.

SECTION 2: Designated Recipient Selection Approved. The City Council hereby selects the North Central Texas Council of Governments to serve as the Designated Recipient for Federal Transit Administration Funds for the McKinney-Frisco Urbanized Area. The designation set forth in this Section shall remain in full force and effect unless revoked in writing by the City Council.

SECTION 3: Metropolitan Planning Organization Confirmation Approved. The City Council hereby confirms that North Central Texas Council of Governments, in conjunction with the Regional Transportation Council, continues to serve as the Metropolitan Planning Organization for the McKinney-Frisco Urbanized Area. The designation set forth in this Section shall remain in full force and effect unless revoked in writing by the City Council.

SECTION 4: Effective Date. This Resolution shall be effective immediately upon its passage.

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DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS on this 3rd day of July, 2023.

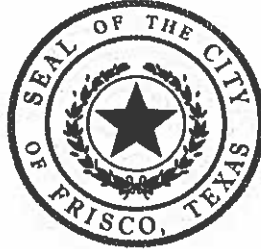


Jeff Cheney, Mayor

ATTESTED AND CORRECTLY
RECORDED:



Kristi Morrow, City Secretary



RESOLUTION NO. 2023-07-092 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, SELECTING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS AS THE DESIGNATED RECIPIENT FOR FEDERAL TRANSIT ADMINISTRATION FUNDS AND CONFIRMING THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, IN CONJUNCTION WITH THE REGIONAL TRANSPORTATION COUNCIL, TO CONTINUE AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE CITY OF MCKINNEY AND THE MCKINNEY-FRISCO URBANIZED AREA; AND PROVIDING FOR AN EFFECTIVE DATE

- WHEREAS,** on March 8, 2023, the Federal Transit Administration (FTA) notified the City of McKinney of upcoming changes to the FTA's allocation of formula funds beginning October 1, 2023 (FY 24) as a result of changes to urban area boundaries published on December 29, 2022, by the Census Bureau based on the 2020 Census of Population and Housing (2020 Census); and
- WHEREAS,** prior to the 2020 Census Bureau updates to urban area boundaries, the Federal Highway Administration and FTA recognized three urbanized areas ("UZAs") in the Dallas-Fort Worth region: the Dallas-Fort Worth Arlington UZA, Denton-Lewisville UZA and the McKinney UZA with a portion of the City of Frisco included in the Dallas-Fort Worth Arlington UZA; and
- WHEREAS,** as a result of the 2020 Census Bureau urban area updates, McKinney UZA expanded to include a portion of the Dallas-Fort Worth-Arlington UZA and is now located in the renamed McKinney-Frisco, which has over 200,000 in population; and
- WHEREAS,** for the McKinney-Frisco UZA, the Governor or designee, in cooperation with publicly owned public transportation services in the UZA and the designated Metropolitan Planning Organization ("MPO") for the UZA, must select a Designated Recipient for FTA formula funds (i.e., Section 5307 transit formula funds; Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5337 State of Good Repair Program, and/or Section 5339 Bus and Bus Facilities Program); and
- WHEREAS,** a Designated Recipient has the principal authority and responsibility for administering FTA formula funds within a UZA, including receiving and apportioning FTA funds to eligible projects and recipients in cooperation with the MPO. FTA encourages the designation of a single Designated Recipient for each UZA with 200,000 or more in population; and
- WHEREAS,** the North Central Texas Council of Governments ("NCTCOG") is a Texas political subdivision and non-profit corporation organized and operating under Texas Local Government Code Chapter 391 as the regional planning commission for the 16-county North Central Texas region; and
- WHEREAS,** since 2005, NCTCOG has served as an FTA Designated Recipient for FTA funds for portions of the Dallas-Fort Worth region outside the service area boundaries of the Dallas Resolution – FTA Designated Recipient Dallas Area Rapid Transit, Denton County Transportation Authority and the Fort Worth Transportation Authority (Trinity Metro); and
- WHEREAS,** in 1974, NCTCOG was designated by the Governor as the MPO for the Dallas-Fort Worth region, which now includes the Dallas-Fort Worth Arlington, Denton-Lewisville; and McKinney-Frisco UZAs; and

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials, serves as the MPO policy body and has been and continues to be a forum for cooperative decisions on transportation; and

WHEREAS, the City of McKinney represents McKinney, Fairview, Anna, Princeton and Melissa on the Regional Transportation Council; and,

WHEREAS, at the June 20, 2023 meeting, the McKinney Urban Transit District (MUTD) Board recommended the selection of NCTCOG to serve as the Designated Recipient for FTA funds for the McKinney-Frisco Urbanized Area; and

WHEREAS, staff recommends confirming that NCTCOG, in conjunction with the Regional Transportation Council, continue to serve as the Metropolitan Planning Organization for the City of McKinney and the McKinney-Frisco Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:


Section 1. The City Council of the City of McKinney, Texas hereby selects the North Central Texas Council of Governments as the Designated Recipient for Federal Transit Administration funds.

Section 2. The City Council of the City of McKinney, Texas hereby confirms the North Central Texas Council of Governments, in conjunction with the Regional Transportation Council as the Metropolitan Planning Organization for the City of McKinney and the newly formed McKinney-Frisco Urbanized Area.

Section 3. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS ON THE 18th DAY OF JULY, 2023.

CITY OF MCKINNEY, TEXAS



GEORGE C. FULLER, Mayor
CHARLIE PHILIPS, Mayor Pro Tem

ATTEST:



EMPRESS DRANE, City Secretary
TENITRUS BETHEL, Deputy City Secretary

APPROVED AS TO FORM:



MARK S. HOUSER, City Attorney



Census Bureau Urban Area Boundary Update

**Regional Transportation Council
August 10, 2023**

**Ken Kirkpatrick, General Counsel
North Central Texas Council of Governments**

McKinney-Frisco Urbanized Area Topics

1. FTA Designated Recipient Selection (Action)
2. MPO Designation Status (No Action Needed)



Federal Actions

US Census Bureau Updates to Urban Areas

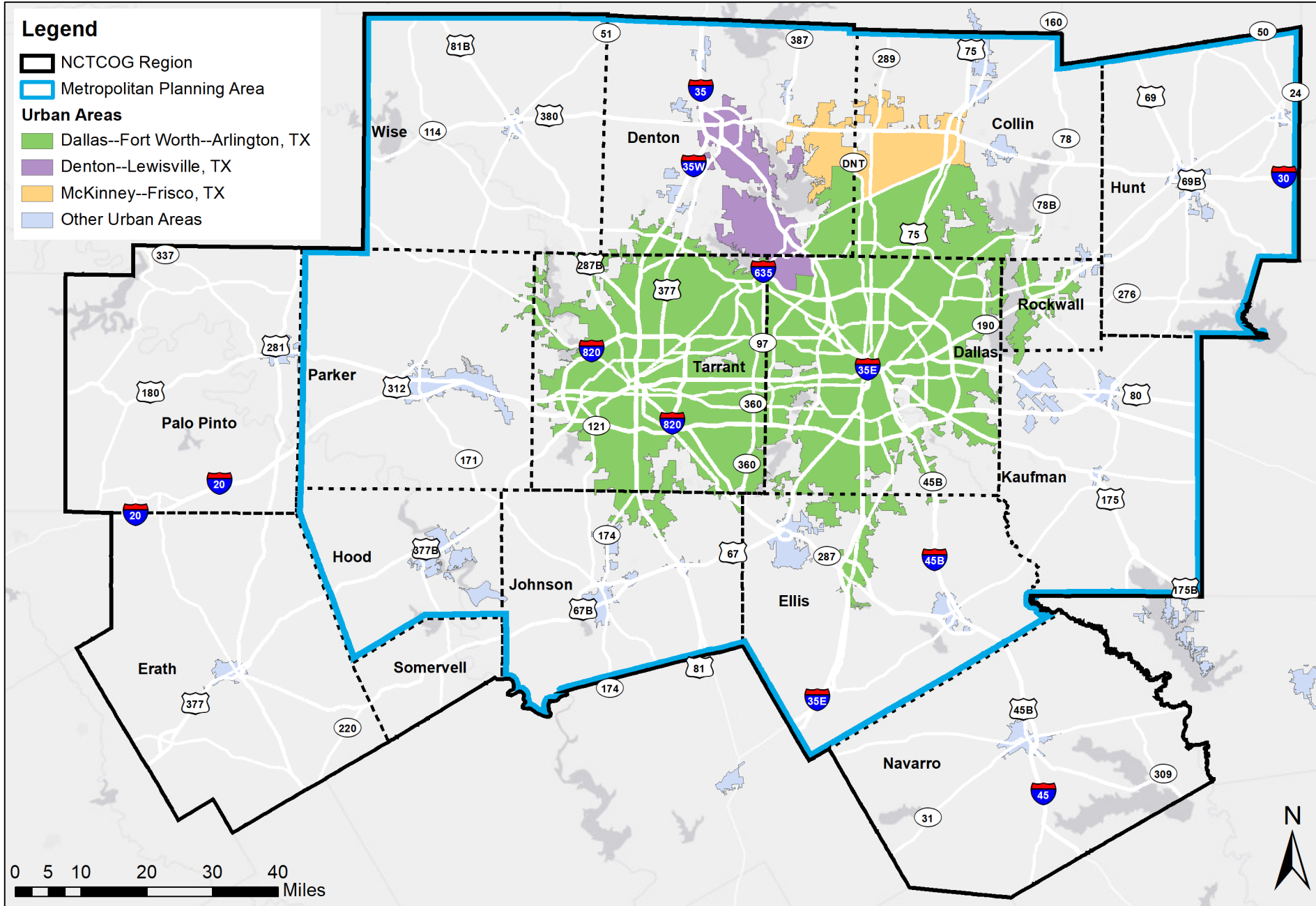
- December 29, 2022
- Based upon 2020 Census of Population and Housing
- Expanded and Renamed McKinney-Frisco Urban Area

FHWA/FTA

- June 5, 2023
- Updated Transportation Management Areas
 - McKinney-Frisco (New)
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville



U.S. Census Bureau Urban Areas (2020)



Designated Recipient for FTA Formula Funds

McKinney-Frisco Urbanized Area Needs to Select Designated Recipient by September 30, 2023

- For apportionments beginning FY 2024
- Selected by Governor or designee (TxDOT)
 - In Cooperation with transportation providers and the MPO
 - Need Frisco and McKinney Support

Duties of Designated Recipient

- Principal authority to administer and provide oversight of FTA funds
- Making FTA funds available to eligible projects and entities



Designated/Direct recipients by Urbanized Area

Dallas-Fort Worth- Arlington

Designated Recipients

- NCTCOG
- Dallas Area Rapid Transit (DART)
- Trinity Metro

Direct Recipients

- Arlington
- Grand Prairie
- Mesquite

Denton-Lewisville

Designated Recipients

- NCTCOG
- Denton County Transportation Authority (DCTA)

Direct Recipients

- None

McKinney-Frisco

Designated Recipient

- NCTCOG (Proposed)

Direct Recipient

- McKinney Urban Transit District (MUTD)



MPO Designation (23 USC § 134)

Background

- Required for each urbanized area with more than 50,000 in population
- By agreement between Governor and general-purpose local governments that represent at least 75% of affected population, including largest incorporated city

NCTCOG Designated MPO in 1974

- NCTCOG Serves as Fiscal Agent for MPO
- RTC Serves as MPO Policy Body
 - Dallas-Fort Worth-Arlington Urbanized Area (1974)
 - Denton-Lewisville Urbanized Area (1992)
 - McKinney Urbanized Area (2002)

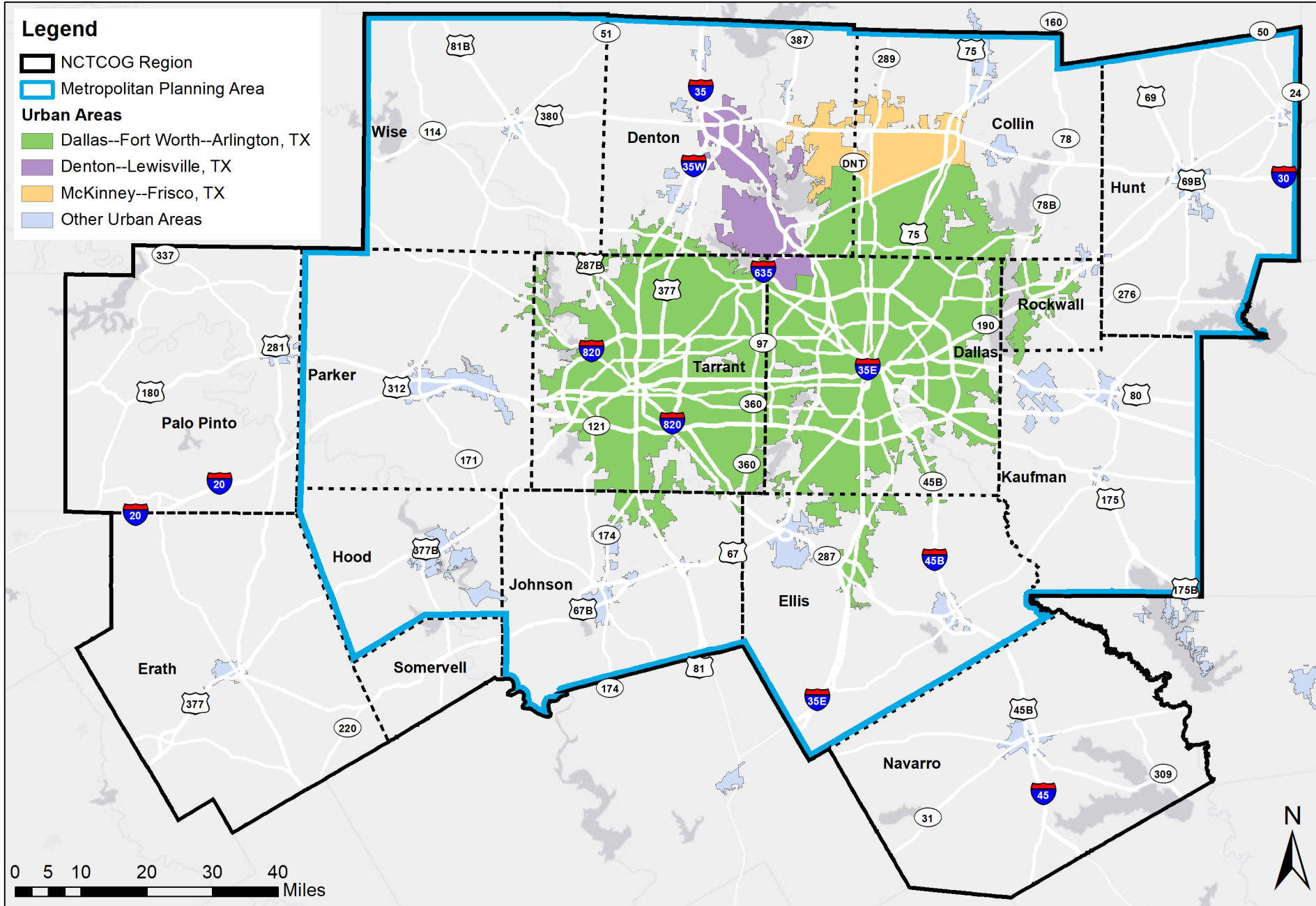


MPO Redesignation Requirements

- Identification of new urbanized areas within existing planning area boundaries
- Designation by the Bureau of Census of new urbanized areas within an existing metropolitan planning area shall not require the redesignation of the existing MPO (23 USC § 134 (e)(3))
- Federal guidance is consistent with statutory provisions
- McKinney-Frisco urbanized area is within current metropolitan planning area
- MPO designation occurs by operation of law



U.S. Census Bureau Urban Areas (2020)



Frisco City Council Action – July 3, 2023 (Reference Item 8.1)

- 1. City Council selects NCTCOG to serve as Designated Recipient for FTA funds for the McKinney-Frisco Urbanized Area.**
- 2. City Council confirms NCTCOG, in conjunction with the RTC, continues to serve as (MPO) for the McKinney-Frisco Urbanized Area.**



McKinney City Council Action – July 18, 2023 (Reference Item 8.1)

1. City Council selects NCTCOG to Serve as Designated Recipient for FTA funds for McKinney-Frisco Urbanized Area.
2. City Council confirms NCTCOG, in conjunction with the RTC, is the MPO for the City of McKinney and the newly formed McKinney-Frisco Urbanized Area.



Anticipated Schedule

STTC Information	✓ June 23, 2023
Frisco City Council	✓ July 3, 2023
RTC Information	✓ July 13, 2023
McKinney City Council	✓ July 18, 2023
STTC Action	✓ July 28, 2023
RTC Action	August 10, 2023
NCTCOG Executive Board Action	August 24, 2023



Requested Action:

Approval of staff recommendation that North Central Texas Council of Governments be selected as the Designated Recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area.



CONTACTS



Shannon Stevenson

Senior Program Manager

sstevenson@nctcog.org | 817-608-2304



Ken Kirkpatrick

General Counsel

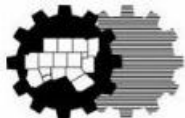
kkirkpatrick@nctcog.org | 817-695-9278



DEVELOPMENT OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Regional Transportation Council

August 10, 2023



North Central Texas
Council of Governments
Transportation Department

WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, state, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan (MTP)
- The TIP funds the first four years of the 20-year MTP

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners

FOCUS AREAS

- Timely Implementation of Projects:
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Inactive List
 - Projects on the Federal Preliminary Engineering (PE) Audit List
 - Projects that reduce carryover balances
- Requests for projects to be placed in the first year of the new TIP (FY2025)
- Closing out completed projects with Regional Toll Revenue (RTR) Funds

DRAFT SCHEDULE

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-February 2024
Draft Listings - STTC Information	March 2024
Draft Listings - RTC Information	April 2024
Public Meeting - Draft Listings and Document	April 2024
Final Listings and Document - STTC Action	April 2024
Final Listings and Document - RTC Action	May 2024
Submit Final Document to TxDOT	Summer 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

YOUR HELP IS NEEDED

- Please help us, help you.
- We have more than 910 active projects.
- Please reinforce to staff attending TIP development meetings that they need to be prepared.
- Lack of preparation creates significant follow up efforts.
- If responses from project sponsors are not received in a timely manner, projects may be listed in the latter half of the TIP or may not be listed in the 4-year TIP window at all.

QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

Brian Dell

Principal Transportation Planner

Ph: (817) 704-5694

bdell@nctcog.org

Cody Derrick

Senior Transportation Planner

Ph: (817) 608-2391

cderrick@nctcog.org



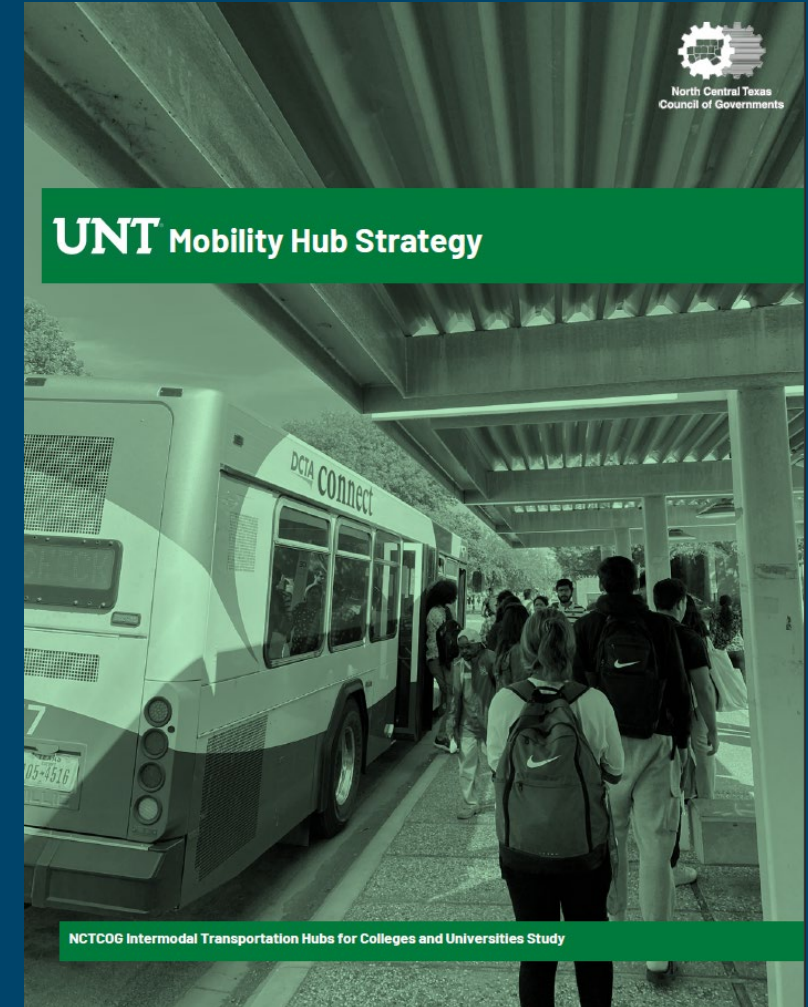
Regional Transportation
Council

Intermodal Transportation Hubs for Colleges and Universities Study Recommendations

Shannon Stevenson | August 10, 2023

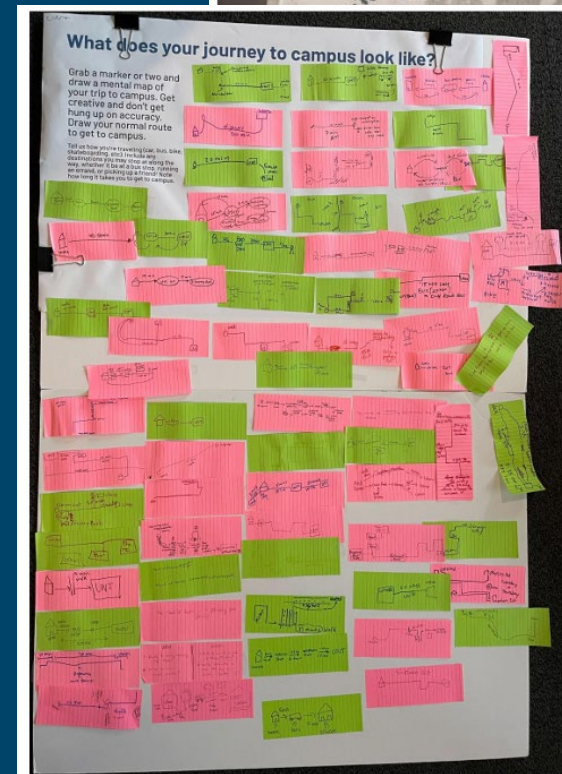
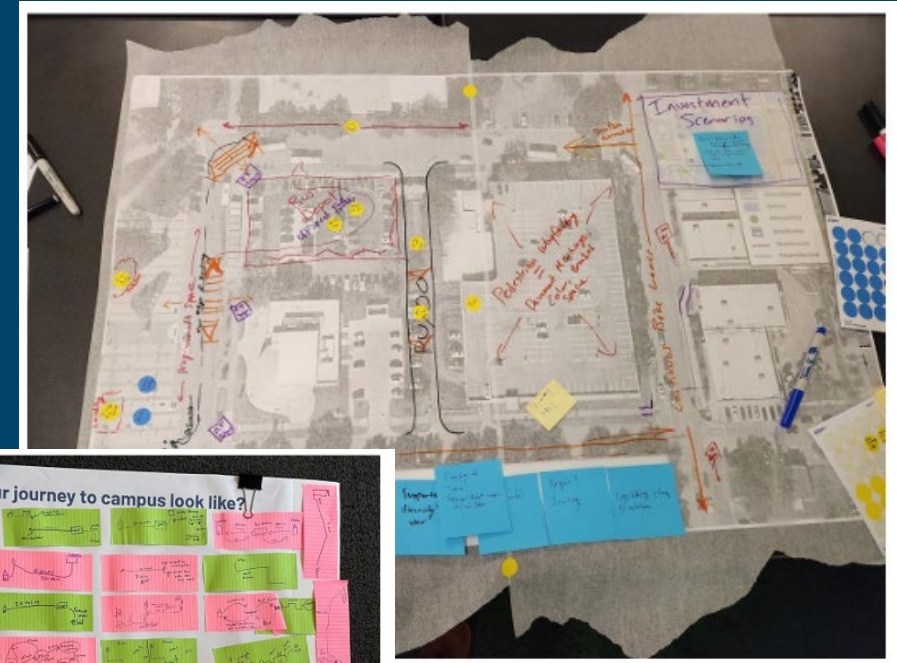
Study Purpose and Summary

- DCTA requested study for mobility hubs to enable better connections with UNT Denton
- Scope was expanded to cover all college and university campuses in N. Texas
- Launched March 2022, and was conducted with assistance from a consultant team led by Nelson/Nygaard and Cityfi
- Developed Regional Mobility Hub Catalog



Campus Stakeholder Engagement

- Project Advisory Committee held regular meetings, including a Mobility Hub Design Charrette at UNT Denton.
- An Online Campus Mobility Survey was conducted in late Spring 2022 and again in Fall 2022.
- From October 4-6, 2022, the team visited UT Arlington, Dallas College Cedar Valley Campus, and UNT Denton for on-campus public engagement.

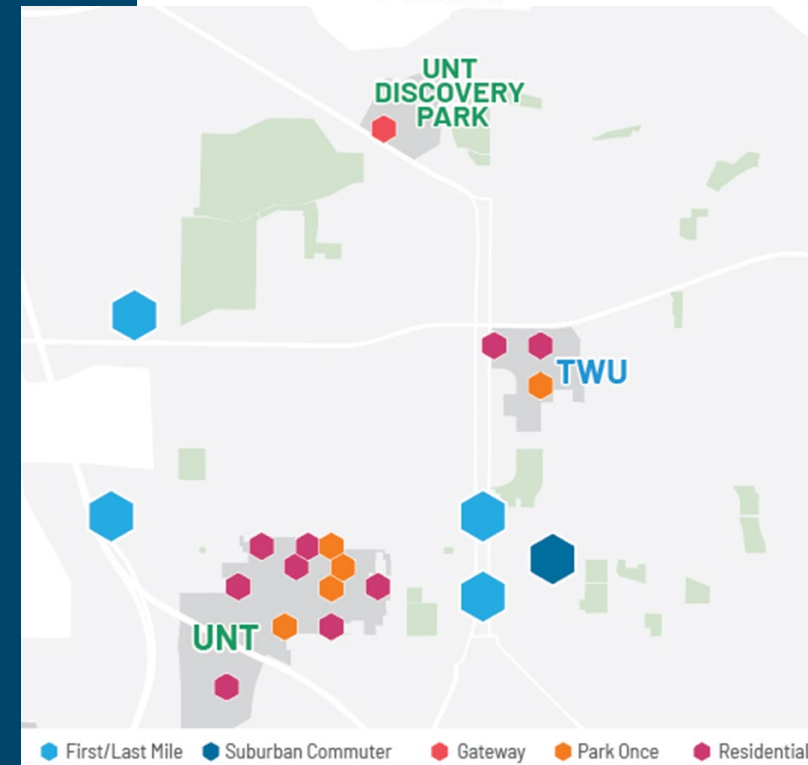
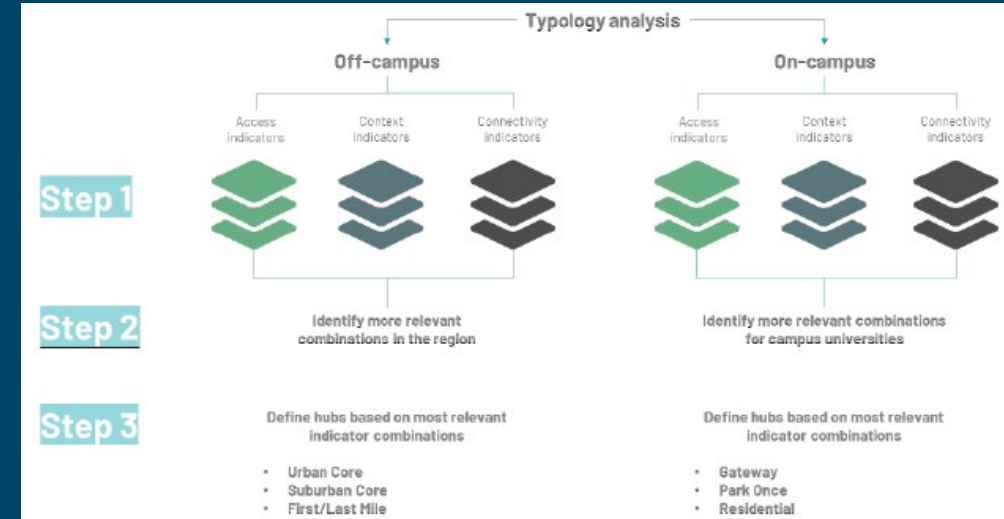


UNT Denton: What does your journey to campus look like?



Study Analyses and Recommendations

- Campus Mobility Trends, Typologies, and Siting
 - Used transportation, land use, and demographic analysis to answer the “what” and “where” for campus mobility hubs
- Investment Scenarios
 - Catalog features a ‘Kit of Parts’ of potential amenities for hubs based on investment levels and typology
- Funding and Implementation
 - Relies on key principles of partnership, incrementalism, adaptability, and equity



Next Steps

- Follow up with campuses and local governments on potential mobility hub projects
- Be available for planning, funding, and implementation coordination and assistance based on study recommendations



For More Information: [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](https://www.nctcog.org)



Contact Us



Shannon Stevenson

Senior Program Manager

sstevenson@nctcog.org | 817-608-2304



Ezra Pratt, AICP

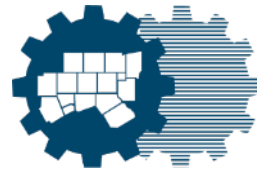
Transportation Planner III

epratt@nctcog.org | 817-695-9259





Image Provided By Getty (source for external images only)



NCTCOG PRESENTATION

North Texas Airspace Awareness Pilot

ERNEST HUFFMAN | SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 7.28.2023

INTRODUCTION

Drones are here!

Purpose

- Safety

- Transparency

- Community Engagement

Vendors Selected – Aloft, Airspace Link and ATA



Image Provided By Getty (source for external images only)

Local Integration

- Two Year Pilot
- In **Phase/Year One** the providers will provide NCTCOG and participating cities **licenses** to their platforms. This will allow both NCTCOG and participating cities to incorporate UAS operations from their own **operations** and to **promote** the platforms to their citizens to get the local communities to use the platforms. We also would like to use the platforms to assist in keeping the **community updated** on rules, regulations, and potential hazards, publish public advisories, local rules, regulations directly to the pilot community and communicate and connect with the communities by embedding a live operation maps into our www.northtexasuas.com webpage.

For the Phase 1 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
NCTCOG Recruit City Participants	x	x										
NCTCOG Receive License from Applicants	x											
NCTCOG Receive Training from Applicants		x										
City Participants Receive Training			x									
Applicants will work with NCTCOG, cities and other stakeholders to develop standardized metrics for input				x								
NCTCOG Use platforms to input data for region			x	x	x	x	x	x	x	x	x	x
Cities input their own data (advisories, operations, etc...)				x	x	x	x	x	x	x	x	x
Public Workshop					x							
Live Action Maps embedded on www.northtexasuas.com						x	x	x	x	x	x	x
NCTCOG will search for funding mechanism for Phase 2	x	x	x	x	x	x	x	x	x	x	x	x
Pilot team and other stakeholders will provide a final report from Phase 1 with recommendations for Phase 2												x

Interoperability

- In Phase/Year Two of the Pilot, NCTCOG will continue the activities of Year One but also work on a process to **share data** across all platforms. This will ensure that all airspace management platforms in the region will have as much flight and safety data as possible to be a viable solution.

For the Phase 2 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Phase 1 activities	X	X	X	X	X	X	X	X	X	X	X	X
Pilot team and other stakeholders work on integration mechanism	X	X	X									
Mechanism Determined				X								
Mechanism tests					X	X	X	X	X			
Mechanism deployed region wide									X	X	X	X
Pilot Team and other stakeholders produce final report with recommendations for future												X

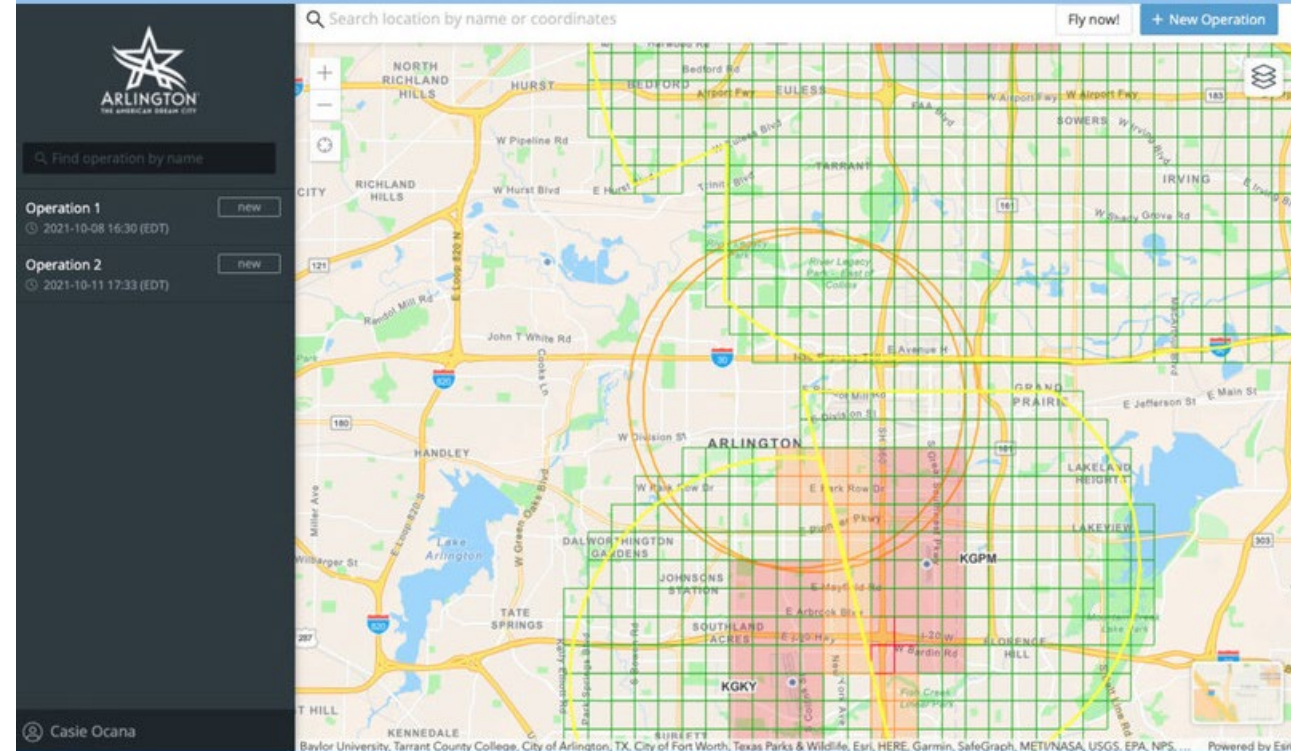
CITY PARTICIPATION

Provide two POCs

City will get at least one free license from one of the providers

Each city will work with one of the providers

Attend Vendor Workshops and Training



NEXT STEPS



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP

Beginning September 16, 2023, all drone pilots who are required to register their UAS must operate in accordance with the rule on Remote ID.

Remote ID Rules - A requirement for your drone to have either an internal signal broadcasting your location, plus your drone's latitude, longitude, and heading, or an attached broadcast module sending the same data.

Recognized Identification Areas (FRIAs) - A FRIA is a defined geographic area where drones can be flown without Remote ID equipment.

Drones Without Remote ID



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP CONT.

Remote ID

Basic rule requirements

How to comply for government agency fleets

How to update the FAA DroneZone with remote ID compliance information for your drone(s)

How public safety can get information on remote ID

FRIAs

What they are

Who can apply for them

How to apply

August 11th 1-2pm (Virtual)

Drones Without Remote ID



CONTACT US



Ernest Huffman

Aviation Planning & Education Program Manager

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Policy Bundle TDC Recommendations

Entity	2023		Recommended 2023 TDCs*
	Policies	Points	
<i>Cities: Eligibility Requires Adoption of 10 Policies</i>			
City of Arlington	12	31	2,000,000
City of Coppell	--	--	-
City of Corinth	--	--	-
City of Dallas	18	49	3,000,000
City of Denton	--	--	-
City of Duncanville	--	--	-
City of Farmers Branch	10	22	750,000
City of Fort Worth	13	37	3,000,000
City of Frisco	14	34	2,000,000
City of Garland	13	33	2,000,000
City of Grand Prairie	8	--	-
City of Grapevine	--	--	-
City of Irving	13	31	2,000,000
City of Lewisville	12	34	1,000,000
City of McKinney	13	32	2,000,000
City of Mesquite	11	28	750,000
City of North Richland Hills	15	37	1,000,000
City of Plano	17	45	2,000,000
City of Richardson	12	31	1,000,000
City of Terrell	13	30	1,000,000
<i>Transit: Eligibility Requires Adoption of 5 Policies</i>			
DCTA	7	12	1,000,000
Trinity Metro	6	11	1,500,000
Total			26,000,000

AGENCY SIZE	TDC TIERS		
	BASELINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000

Legend

- Did not apply
- ⊆ Applied, but did not meet requirements
- * TDC Allocations based on point tiers beginning in this round

Regional Transportation Council Attendance Roster
August 2022 - July 2023

RTC MEMBER	Entity	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/23	2/9/23	3/9/2023	4/13/2023	5/11/2023	6/8/2023	7/13/2023
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	E	P	P	E(R)	P	E(R)	P	P	P
Arfsten, Bruce (07/23)	Addison	-	-	-	-	-	-	-	-	-	-	-	P
Steve Babick (06/22)	Carrollton	E	A	A	P	P	P	P	E	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	A	P	P	P	P	P	P	E(R)
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	E(R)	A	E(R)	P	P	P	E	P	P	P	E
Elizabeth M. Beck (08/21)	Fort Worth	E(R)	P	A	P	P	A	P	P	A	P	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	E(R)	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	-	-	-	-	P	P	P	P	P
J. D. Clark (07/22)	Wise County	P	P	P	P	P	P	P	A	P	E(R)	P	A
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	P	P	P	P	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	E(R)	A(R)	P	P	E(R)	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	P	E(R)	P	P	P	P	A	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	E(R)	P	A(R)	P	P	P	P	P	A	E	E	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	E	P	E	P	E
Michael Evans (2/23)	Mansfield	--	--	--	--	--	--	P	P	A	P	P	P
Gary Fickes (12/10)	Tarrant County	P	E	P	P	P	P	P	P	E	P	P	E(R)
George Fuller (07/17)	McKinney	P	E	A	P	P	P	E	P	E	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)
Barry L. Gordon (12/20)	Duncanville	P	E	P	P	E(R)	P	P	P	P	P	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	E
Mojoy Haddad (10/14)	NTTA	P	E(R)	P	P	P	E	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	E	P	P	P	E	E(R)	P	P
Ron Jensen (06/13)	Grand Prairie	E	P	P	P	P	E(R)	P	E(R)	P	P	A	P
Brandon Jones (05/21)	Lewisville	P	E	P	P	P	P	A	P	P	P	P	P
John Keating (12/19)	Frisco	A	P	P	A	E	E(R)	A	A	P	A	E	A
Brad LaMorgese (07/22)	Irving	P	P	E	E	E	P	E(R)	E	P	P	E	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	P	A	P	E	P	P	P	P	P	E	P	E(R)
John Muns (6/23)	Plano	-	-	-	-	-	-	-	-	-	-	P	A
Raj Narayanan (03/23)	DFW Airport	--	--	--	--	--	--	--	P	P	P	P	E
Omar Narvaez (09/21)	Dallas	P	P	P	E	P	P	E	P	E	E(R)	P	E
Manny Ramirez (1/23)	Tarrant County	--	--	--	--	--	P	A	P	P	P	E(R)	P
Jim R. Ross (07/21)	Arlington	P	P	P	A	P	P	E(R)	E(R)	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
August 2022 - July 2023**

RTC MEMBER	Entity	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/23	2/9/23	3/9/2023	4/13/2023	5/11/2023	6/8/2023	7/13/2023
David Salazar (10/22)	TxDOT, FW	-	-	P	E(R)	P	E(R)	P	P	P	P	P	E(R)
Chris Schulmeister (07/20)	Allen	P	A(R)	P	P	P	P	P	P	P	E(R)	P	A(R)
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	A(R)	P	P	P	P	A(R)	A(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	E(R)
Watts, Chris (12/22)	Denton	--	--	--	--	E	P	P	E	E	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	E(R)
Chad West (11/22)	Dallas	-	-	-	P	P	A	P	P	A	A	A	E
Michele Wong Krause	DART	P	P	P	E	P	E(R)	P	P	P	E	E(R)	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
July 2022 - July 2023

STTC MEMBERS	Entity	7/22/22	8/26/22	9/23/22	10/28/22	12/02/22	01/27/23	2/24/2023	3/24/2023	4/28/2023	5/26/2023	6/23/2023	7/28/2023
Joe Atwood	Hood County	A	A	A	A	A	P	A	A	A	P	P	P
Melissa Baker	Irving	A	P	P	A	P	P	P	E	P	R	P	P
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	A	A	P	A	P	P
Shon Brooks	Waxahachie	P	P	P	P	A	P	A	P	P	A	A	A
Tanya Brooks	DART	A	P	P	P	P	P	A	A	P	R	A	P
Daniel Burnham	Arlington	--	--	--	--	--	--	--	P	P	R	R	P
Travis Campbell	TxDOT Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Layne Cline	Coppell	--	--	--	--	--	--	--	--	A	A	P	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	P	P	P	P	P	A	P	P	E	E	A	E
Jackie Culton	Duncanville	P	A	A	P	A	P	R	P	P	P	P	R
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	A	A	P	P	P	P	P	A	A	P	P
Arturo Del Castillo	Dallas	A	P	P	P	P	A	P	P	E	E	P	P
Pritam Deshmukh	Richardson	--	--	--	--	--	--	--	--	P	R	P	P
Caryl DeVries	Grand Prairie	P	P	P	A	P	P	P	P	A	A	P	P
Greg Dickens	Hurst	P	A	A	A	A	A	P	A	A	A	A	R
Rebecca Diviney	Denton	P	P	P	P	E	P	A	P	P	P	E	P
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	P	P	P	P	A	P	P	P	P	P	P	P
Claud Elsom	Rockwall County	A	A	P	P	A	P	P	P	P	P	A	A
Eric Fladager	Fort Worth	P	A	P	P	A	P	P	A	P	P	A	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	A	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	A	P	P	P	P	P	P
Ricardo Gonzalez	TxDOT FW	E	P	P	P	A	P	P	P	P	P	P	P
Gary Graham	McKinney	P	P	P	P	A	P	A	P	P	A	A	P
Tom Hammons	Carrollton	A	A	P	P	P	P	P	A	P	P	A	A
Ron Hartline	The Colony	A	A	P	A	A	A	P	A	A	A	P	A
Barry Heard	Kaufman County	--	--	--	--	--	--	P	P	P	P	A	A
Shannon Hicks	Addison	A	A	A	A	A	A	P	P	A	R	R	P
Matthew Hotelling	Flower Mound	P	A	P	P	P	P	P	P	P	R	P	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	P	P	P	P	A	P	P	P	P	P	A	P
Thuan Huynh	McKinney	P	P	A	P	P	P	P	P	P	P	A	P
Joseph Jackson	Tarrant County	--	--	--	--	--	P	P	P	P	P	P	P
Joel James	NTTA	A	P	P	A	P	P	P	P	P	P	A	P
William Janney	Frisco	--	--	--	--	--	--	--	P	P	R	P	A

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Surface Transportation Technical Committee Attendance Roster
July 2022 - July 2023

STTC MEMBERS	Entity	7/22/22	8/26/22	9/23/22	10/28/22	12/02/22	01/27/23	2/24/2023	3/24/2023	4/28/2023	5/26/2023	6/23/2023	7/28/2023
Kelly Johnson	NTTA	P	A	P	A	P	A	P	A	P	A	P	A
Major L. Jones	Eules	--	--	--	A	P	A	P	P	P	P	P	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	A	A	A	A	A	A	A	A
Eron Linn	DART	A	P	E	P	P	P	P	P	E	A	P	E
Clay Lipscomb	Plano	P	P	A	P	A	P	P	A	P	P	P	P
Paul Luedtke	Garland	A	A	A	P	E	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	A	P	E	P	A	A	A	A	A	A
Chad Marbut	Weatherford	A	P	P	P	P	A	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	P	P	P	A	P	P	P	P	P	P
Wes McClure	Mesquite	P	P	P	P	P	P	P	P	P	A	R	P
Brian Moen	Frisco	P	P	P	P	A	P	P	P	P	P	A	P
Mark Nelson	Richardson	P	A	P	E	P	P	P	P	E	E	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	A	P	P	P	P
Cintia Ortiz	Parker County	--	--	--	--	--	A	A	A	A	A	A	A
Eric Oscarson	Burleson	P	A	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	A	P	P	P	P	P	P	P	A	A	A	P
Tim Palermo	DCTA	P	P	A	P	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	A	A	A	P	P	A	A	P	P
Martin Phillips	Fort Worth	--	--	--	P	P	A	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	A	A	A	P	P	P	A	A
Kelly Porter	Fort Worth	P	P	P	E	P	P	E	P	P	P	P	P
Tim Porter	Wylie	P	P	P	A	P	P	P	P	P	P	P	P
Lauren Prieur	Fort Worth	--	--	--	P	P	A	E	P	P	A	P	P
Elizabeth Reynolds	Grapevine	--	--	--	--	--	--	--	--	--	--	--	P
Jahor Roy	Mesquite	--	--	--	--	--	--	--	--	--	--	--	
Greg Royster	DFW Int. Airport	P	P	P	A	P	P	P	P	P	A	P	A
Kathryn Rush	Dallas	A	A	A	P	P	P	P	A	A	A	A	A
David Salmon	Lewisville	A	P	A	P	P	P	A	P	P	A	P	R
Ryan Sartor	Farmers Branch	--	--	--	--	--	P	A	P	P	A	P	P
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	E	P	P	P	E	P	P	P	P	E
Randy Skinner	Tarrant County	A	P	P	P	P	P	P	P	P	P	P	A
Cheryl Taylor	Bedford	--	--	--	--	--	--	P	A	P	P	A	A
Caleb Thornhill	Plano	A	P	P	A	A	A	A	A	P	P	P	P
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	--	--	P	P	A	P	P	P	A
Gregory Van	Haltom City	P	P	P	A	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	A	P	P	P	P	P	P	E	E	P	P	R
Caroline Waggoner	North Richland	A	P	A	P	A	P	A	P	P	P	P	P
Jana Wentzel	Arlington	--	--	--	--	--	--	--	P	P	P	P	R
Robert Woodbury	Cedar Hill	P	A	P	P	A	P	P	P	A	P	P	P

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Surface Transportation Technical Committee Attendance Roster
July 2022 - July 2023

STTC MEMBERS	Entity	7/22/22	8/26/22	9/23/22	10/28/22	12/02/22	01/27/23	2/24/2023	3/24/2023	4/28/2023	5/26/2023	6/23/2023	7/28/2023
Larry Wright	Colleyville				A	A	A	A	A	A	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 23, 2023

The Surface Transportation Technical Committee (STTC) met on Friday, July 23, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Bryan Beck, David Boski, Chris Funches (representing Daniel Burnham), Lane Cline, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Wilson Kakembo (representing Shannon Hicks), Matthew Hotelling, John D. Hudspeth, Joseph Jackson, William Janney, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Justin Stoker (representing Wes McClure), Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac III, Randy Skinner, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Julie Anderson, Martin Bate, Natalie Bettger, Joslyn Billings, Jason Brown, Jackie Castillo, Aaron Cedar, Lori Clark, Brian Dell, Cody Derrick, Olivia Dugger, Brian Flood, Rebekah Gongora, Christie Gotti, Delaney Hankins, Lynn Harris, Bill Ische, Vercie Pruitt-Jenkins, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Mark Mathis, James McLane, Michael Morris, Vickie Morris, Jeff Neal, Donald Parker, Trey Pope, Ezra Pratt, Moosa Sagkian, Robert Saylor, Bill Smith, Toni Stehling, Shannon Stevenson, Nick VanHaasen, Brendon Wheeler, Amanda Wilson, Brian Wilson, Patricia Wodsack, Hsa Woodberry, and Susan Young.

1. **Approval of May 26, 2023, Minutes:** The minutes of the May 26, 2023, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **August 2023 Transportation Improvement Program Revisions:** A recommendation was requested for Regional Transportation Council (RTC) approval of the of revisions to the 2023-2026 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP- related changes. August 2023 revisions to the 2023-2026 TIP were provided as Electronic Item 2.1. These modifications were reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.
 - 2.2. **Federal Functional Classification System Amendments:** A recommendation was requested for Regional Transportation Council (RTC) approval of ten amendments to the currently approved Federal Functional Classification System (FFCS). While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts

in demographic trends. Staff are currently working with the Texas Department of Transportation (TxDOT) on 10 proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes were included in Electronic Item 2.2

A motion was made to recommend Regional Transportation Council approval of Items 2.1 and 2.2 on the Consent Agenda. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

3. **Endorsement of Contingency Emergency Item - Amtrak:** Michael Morris provided background regarding the request for the Surface Transportation Technical Committee to endorse emergency funding authorization of \$700,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City. RTC Policy P20-02 authorizes the Transportation Director to take emergency funding actions up to approximately \$5,000,000 due to necessity of time or consequence. The policy requires the emergency action to be placed on the next scheduled RTC meeting for ratification. Texas' share of funding for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City has a current funding shortfall of approximately \$700,000. The State's Supplemental Budget for the biennium ending August 31, 2023, did not include funding to address this shortfall. Michael took emergency action to allocate \$700,000 in RTR funding for the Heartland Flyer Passenger Service to avoid service disruption. The staff is meeting with legislative officials to determine if other means of funding are available for the service. Additional details were provided in Electronic Item 3.

A motion was made to endorse the Regional Transportation Council's approval of the emergency funding authorization of \$700,000 in Regional Toll Revenue funds, if needed, to ensure Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City will continue. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

4. **Critical Transit Funding for Areas in Collin County:** Shannon Stevenson presented a request to provide funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities in the Cities of Allen, Fairview, and Wylie, and introduce new transit service in the City of Anna. Staff was seeking to utilize up to \$1,800,000 total funds to support the transition of transit services in the cities of Allen, Fairview, and Wylie. The recommendation for funding includes \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities program funds. Participating cities will provide the local match. The current provider is Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit Systems (TAPS). DART's contract expires September 30, 2023, initial contract expired September 2022, but DART Board granted one year extension while cities looked for other options with the risk of threat for suspension of transit service leaving gaps in coverage with an anticipated service start-date of October 1, 2023, with evaluation of service and to possibly incorporate into existing transit authority service area. In addition, NCTCOG staff has been working with the City of Anna to introduce transit services; however, due to final US Census designations, the City of Anna is not eligible for urban funding from the Federal Transit Administration (FTA) and must utilize rural FTA funding through the Texas Department of Transportation (TxDOT), which requires a Rural Transit

District. A Rural Transit District (RTD) will need to be established by the Collin County Commissioner's Court to access federal rural funding through TxDOT. The City of Anna's classification falls under "rural" by the Federal Transit Administration (FTA) because the population is under 50,000. While NCTCOG continues working with Collin County and TxDOT to establish an RTD, staff requested STTC recommendation for RTC approval to implement new transit service utilizing up to \$1,200,000 total funds from either the Congestion Mitigation and Quality Improvement Program or Carbon Reduction Program funds, with local match to be provided by the City of Anna. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$1,800,000 total funds (RTC Local: \$300,000; Federal Transit Administration Section 5310 Program funds: \$600,000; local match from the Cities of Allen, Fairview, and Wylie: \$900,000) for the Collin County Rides Program to continue transit service in the cities of Allen, Fairview, and Wylie, and up to \$1,200,000 total funds (Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funds: \$600,000; local match from the City of Anna: \$600,000) for the City of Anna to implement transit service within its city. The motion also included direction to staff to revise administrative documents as appropriate to incorporate the projects. Bryan Beck (M); Gus Khankarli (S). The motion passed unanimously.

5. **Automated Transportation System Initiative and Modernization Pilot:** Brendon Wheeler requested a recommendation for Regional Transportation Council (RTC) approval of \$500,000 in Surface Transportation Block Grant (STBG) funding for engineering design of a Las Colinas modernization pilot and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. The RTC has already funded two pilot ATS projects – \$10,000,000 for a people movement application at the Dallas International District and \$11,000,000 for a cargo movement application between the Arlington General Motors Plant and the Union Pacific railhead – as well as \$375,000 for an ATS feasibility study in the Legacy Area in Plano. Based on the successful results of the ATS Development Study, Dallas County Utility and Reclamation District (DCURD) accepted NCTCOG's proposal to modernize a pilot segment of the existing Las Colinas guideway. The recommendation for today's action is only for the engineering design; retrofitting the existing guideway and operating the pilot would be future phases to be considered by RTC at a future date. Electronic Item 5 included a presentation summarizing the project.

A motion was made to recommend Regional Transportation Council approval of proposed funding for engineering/design of Las Colinas APT, staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects and funding. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.

6. **Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access:** Jeff Neal requested a recommendation for Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updating rulemaking for required Federal performance measures (PM2). While target-setting activities were codified through the Fixing America's Surface Transportation (FAST) Act/Bipartisan Infrastructure Law (BIL), the context of NCTCOG's regional strategy guiding this activity is based on addressing national performance via state of good repair to ensure safety of traveling public and effective long-term operation of transportation infrastructure using asset management, supporting TxDOT targets as much as possible, and setting regional performance goals included in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that can effectively "tell our story" through project outcomes. Recent upcoming committee actions for PM2 for pavement and bridge conditions with six number of measures, setting action in July 2023 with a four-year performance periods biennially (beginning, middle, and end of performance periods). Jeff noted target analysis includes review of National Highway System (NHS) facilities within the NCTCOG region, as TxDOT is required to establish PM2 targets representing the full NHS extent statewide, regardless of ownership. There are a total of 70,976 NHS lane-miles in Texas and 12,448 in the NCTCOG region. The NHS comprises 14 percent of the region's total roadway lane-miles but carries 63 percent of total vehicle-miles of travel (VMT), and NCTCOG's analysis further subdivides non-Interstate NHS into additional classifications: non-Interstate freeways, on-system arterials, off-system arterials, and off-system toll roads. For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. The revised methodology creates substantial positive condition differences for non-Interstate NHS pavements, but the ultimate integration of these metrics will enable more holistic lifecycle assessments of pavement assets over time compared to using roughness alone. Jeff then presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). While some important distinctions were noted between the statewide and regional data values, no significant divergences in performance were recognized requiring the region to set its own quantifiable targets. Jeff reminded the Committee since NCTCOG neither owns nor maintains any roadway pavement/bridge assets, it would be unrealistic and disadvantageous to assert such control over regional on-/off-system asset owners as a strategy to improve performance. Continued collaboration on planning and project development to help attain collective pavement/bridge condition goals is a more effective strategy, and the legacy of that support had already generated results, particularly for bridges when the extent and status of poor condition structures had been analyzed last summer ahead of the Fiscal Year (FY) 2022 Bridge Investment Program (BIP). Of the 49 regional NHS bridges in poor condition (including 37 bridges in the TxDOT Dallas District and 12 in the TxDOT Fort Worth District), treatments for all but three structures had either been funded and scheduled for construction, under construction, or completed. This included outcomes from the North Central Texas Strategic NHS Bridge Program INFRA Grant (2019) which had supported implementation of four bridge projects (three – West

subregion; one – East subregion) totaling \$28.5 million. Due to this information, staff's proposed RTC's action would likely be to affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS pavement and bridge targets for 2024 and 2026. It would also affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS pavement and bridge targets for 2024 and 2026 by collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals via the following actions: NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS bridges in "Poor Condition". The schedule for PM2 target decision making was highlighted; RTC action will be requested at the July 13, 2023, meeting, and RTC action will be requested at its July 13, 2023, meeting. The deadline for MPOs to report whether they will agree to plan/program contributing to affirmed TxDOT PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023. Additional details were presented provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council approval to support new statewide "good condition" and "poor condition" National Highway System (NHS) pavement and bridge targets in accordance with existing and updating rulemaking for required federal performance measures (PM2) for 2024 and 2026, collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions: North Central Texas Council of Governments (NCTCOG) will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "poor condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in "poor condition". Kelly Porter (M); Tim Palermo (S). The motion passed unanimously.

- 7. Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Dan Kessler presented information on the draft Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program (UPWP). Development of the UPWP is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP inventories NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft of the document was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP, required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local projects, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management; Task 2 – Transportation Data Development and Maintenance; Task 3 – Short-Range Planning, Programming, and Operations; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Dan noted that there are 34 subtasks in the UPWP, and 28 active program area teams in the Transportation Department that represent 175 to 200 programs and projects with funding through 17 revenue sources and an estimated 170 federal grants. A funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025 was presented. Available TPF are estimated to be around \$33.2 million, and expected expenditures for the two years is estimated at approximately \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding

from numerous other grants and agencies, totaling about \$179 million in funding. Approximately 33 percent of the funding is pass through to other transportation agencies. Electronic Item 7.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning funds. Electronic Item 7.2 contained additional information on the draft FY2024 and FY2025 UPWP. A draft of the document is available at www.nctcog.org/trans/study/unified-planning-work-program.

A motion was made to recommend Regional Transportation Council approval of the FY2024 and FY2025 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 (Electronic Item 7.1) of the Work Program. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects. Kelly Porter (M); Melissa Baker (S). The motion passed unanimously.

8. **South Dallas Inland Port Transit Funding**: Shannon Stevenson presented a request for approval to provide funding to Dallas Area Rapid Transit (DART) to support transit services with the Southern Dallas Inland Port area. Service began through a partnership between the Inland Port Transportation Management Association (IPTMA), STAR Transit, and DART Mobility Service Local Government Corporation (LGC) with funding approved by the Regional Transportation Council (RTC). The \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was planned to help fund the GoLink services while IPTMA grew membership. The grant funding is delayed and not scheduled to start until the first or second quarter of Fiscal Year 2025 at the earliest leaving a federal funding gap of 15-18 months. IPTMA requested bridge funding, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding. The intent of the IPTMA and the Inland Port GoLink services was to provide workforce transportation to jobs throughout the Inland Port. With ridership increasing year after year, employers and staffing agencies are beginning to incorporate GoLink information for job fairs, new hires, and new employees reliant on public transportation to call IPTMA for routing. Since the UberPool integration, average weekday ridership has increased to 301 in March of 2023 with a temporary decline in UberPool ridership as a result of improper geofencing while working to add capacity to reduce reliance on UberPool. More details were provided in Electronic Item 8. Eron Linn of DART expressed DART's support of the funding partnership. Clarence Daugherty of Collin County asked what is being done to fund this project on a long-term basis. Michael explained the transportation management association (TMA) was a one-time, three-year deal. The TMA is being folded into a local government corporation to capture tax increment financing either through Tax Increment Financing (TIF) district or a Public Improvement District (PID) because there is lot of growth that is occurring in an unincorporated county and small cities that have no money; therefore, revenue is being captured through the LGC. Transit cannot transition into the LGC now because there is no revenue; there has not been enough time to capture any of tax increment finance benefits from the growth of those companies. NCTCOG's interest is to become a financial partner of the LGC and create a new infrastructure program that could carry the transit load either through direct payments from the local governments, county government, or the tax increment finance process. Michael noted that due to the magnitude of the unincorporated area, he believes the best option for the future will be to create a transit capability through the local government corporation. Staff will bring additional information on the local government corporation at future meetings.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$3,500,000 in federal funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funding) for the Silver Line Rail Project for a two-year period with 700,000 in Transportation Development Credits (TCDs) in lieu of local match as one-time bridge gap funding. Dallas Area Rapid Transit to transfer \$3.5 million in local funding to support transit in the Southern Dallas Inland Port area, and direction for staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate this project. Robert Woodbury (M); Gus Khankarli (S). The motion passed unanimously.

9. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Texas Legislature Testimony: Number 2, was not discussed under this item (see the Legislative Report in Item 11). A link was provided to the testimony ([Transportation - S/C Discretionary Funding Allocations - May 18th, 2023 \(granicus.com\)](https://www.granicus.com/docView?id=-620724&docId=104444)). Regarding the Texas Department of Transportation (TxDOT) and local government lighting agreements, implementation will be moving forward a few months instead of September, NCTCOG and the TxDOT Dallas District are in negotiations regarding incentives as part of the safety initiatives. Michael briefed the Committee on the City of Dallas/Dallas Area Rapid Transit (DART) Silver Line Rail mediation; the City of Dallas approved the particular agreement, and the North Central Texas Council of Governments will receive \$10 million dollars as part of a revolver to help pay for projects in June and \$5.3 million in July. He also provided draft policy agreement that the Regional Transportation Council will be requested to approve that strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve the advancement of the Silver Line Regional Rail Project. In addition, Michael noted that Ken Kirkpatrick of NCTCOG is making progress with the mediations with Burlington Northern Santa Fe and transit authorities regarding the Trinity Railway Express and advancement of the BUILD grant. Michael announced that the Irving Transportation Summit will not be held in August 2023 and that the RTC's August meeting will be held on August 10, 2023, the usual second Thursday meeting day. Michael highlighted that Natalie Bettiger completed the 66,800-traffic signal inventory so the status of every signalized intersection with INRIX is known. The City of Dallas approved TxDOT's recommendation to advance a hybrid Interstate Highway 345. In addition, Michael noted that STTC member attendance has been lacking at monthly meetings. He reminded members that monthly meeting attendance is tracked and sent to city managers, mayors, and county judges of all agencies represented on the Committee. Dan Kessler also noted that the North Central Texas Council of Governments works with a lot of local governments that want to be included as STTC members but aren't able due to their population, and he encouraged those members that are attending meetings to remind their fellow colleagues to attend the STTC meetings. At Michael's request, Jeff Neal of NCTCOG announced that the US Department of Transportation asked if \$20 million was awarded for the East/West Lancaster project in Fort Worth rather than the \$25 million requested, would it be possible to implement the project. NCTCOG responded that the project could still be implemented.
10. **Federal and State Legislative Update:** Nick Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the Debt Ceiling, – the Fiscal Responsibility Act of 2023 was approved by Congress on June 1, 2023; The Act suspends the Federal government's debt ceiling through January 1, 2025; imposes two-year discretionary

spending caps, Federal Highway Programs are exempt; rescinds some unobligated COVID-19 funds, transit not affected, and streamlines environmental review processes. Nick noted Federal Aviation Administration's (FAA) reauthorization provides more than \$107 billion for the FAA for fiscal years 2024 through 2028. The last stage of Nextgen will be completed by December 31, 2025, FAA must establish a pathway for beyond visual line-of-sight operations, and new safety certification of advanced air mobility powered-line aircraft. Governor Abbott declared a Special Session on border security and property taxes. State's budget plan for House Bill (HB) 1 House and Senate approved total funding of \$321.3 billion and Texas Department of Transportation (TxDOT) funding of \$37.2 billion with Riders of Interest: Southern Gateway Deck Park matching funds if federal grant is awarded and TxDOT task force to evaluate medium-and heavy-duty charging infrastructure and capacity. Nick provided information on Bills of interest regarding transportation funding: Senate Bill (SB) 505 creates a \$200/\$400 annual electric vehicle fee, Senate Concurrent Resolution (SCR) 2 extends proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion), HB 2230 extends Proposition 1 expiration date from 2034 to 2042. Bills of Interest on the topic of General Transportation include HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural. Bills of interest on the topic of safety include HB 898 harsher penalties for the Move Over, Slow Down Law. HB 1885 Texas Transportation Commission (TTC) authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations. HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles. HB 4797 Training on the treatment of tollways during inclement weather. Bills of Interest on the topic of temporary tags include HB 718 ends temporary paper tags and requires the issuance of metal plates by dealers. HB 914 increases penalties for temporary tag tampering. HB 2195 increases penalties for fictitious and altered plates. Bills of interest on the topic of unmanned aircraft, SB 1308 prohibits drones over airports and military installations. Bills of interest on the topic of broadband HB 9/HJR 125 creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval. SB 1238 revises existing Broadband Development Program. Bills of interest on the topic of air quality and electric vehicles include SB 1397, Texas Commission on Environmental Quality Sunset bill continues the agency for 12 years, SB 1732, creates standards for electric vehicle charging stations requiring a widely compatible connector or plug. HB 3014 exempts EV from emission inspection. HB 4885 creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Bills of interest on the topic of water include SB 28/SJR 75, which creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval.

11. **2024 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Brian Dell updated the Committee on the proposed changes for the Regional 10-year plan, including a funding exchange to advance the IH 30 Canyon project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods that includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's UTP. Since the approval of the last 10-Year Plan in summer of 2022, TxDOT began developing the 2024 UTP. North Central Texas Council of Governments (NCTCOGs) staff has been coordinating with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects. This includes 2023 projects that need additional funding to cover cost

overruns at letting. To satisfy a February 21, 2023, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects. Principles for the development of the 10-Year Plan were highlighted: Projects should be included in the Metropolitan Transportation Plan, focus on “system” versus new, stand-alone projects, fully fund 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, ensure all RTC projects are approved in 2024 UTP (including “placeholders”), and projects must be scored and should have a score sufficient to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided. A proposed Category 2/Category 12 funding exchange was introduced. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randall Mill in Tarrant County [\$70 million], and United States 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Brian highlighted work that is being done to track Category 2 and non-formula funds in each subregion and noted that more details on the region’s latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. Next steps in the process were covered. The 10-Year Plan will be provided for information at the July 13, 2023, RTC meeting, public involvement during July 2023, will be brought for action at the July 28, 2023, STTC meeting and the August 10, 2023, RTC meeting, TxDOT Public Involvement for 2024 UTP during July 2023 and August 2023, and anticipated TTC approval of 2024 UTP during August 2023. Electronic Item 11 included additional information about the process.

12. **Census Bureau Boundaries:** Ken Kirkpatrick provided a status report on recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with the Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient designation; and 2) latest on Transportation Management Area (TMA) implications. Federal actions for the US Census Bureau updates to Urban areas was based upon 2020 Census of Population and Housing, McKinney-Frisco Urban Area was expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and making FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. As of 2022, the designated/direct recipients by urbanized areas: Dallas-Fort Worth-Arlington – NCTCOG, DART, and Trinity Metro/Arlington, Grand Prairie, and Mesquite; Denton-Lewisville – NCTCOG and DCTA/no direct recipients; and McKinney – TxDOT/McKinney Urban Transit District (MUTD). The anticipated schedule: Frisco City Council on July 3, 2023; information at the RTC meeting on July 13, 2023; McKinney City

Council on July 18, 2023; action will be requested at the STTC meeting on July 28, 2023; RTC meeting on August 10, 2023; and Executive Board meeting on August 24, 2023.

13. **Surface Transportation Technical Committee/Regional Transportation Council**

Officers: Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2023-2024 term: Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie (Chair); G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Vice Chair); and Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 22, 2023, meeting. In addition, the new Regional Transportation Council officers for the 2023-2024 term are Gyna Bivens, Mayor Pro Tem, City of Fort Worth (Chair); Clay Lewis Jenkins, County Judge, Dallas County (Vice Chair); and Rick Bailey, Commissioner, Johnson County (Secretary).

14. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. *Amy Johnson* – Fiscal Year 2024 – 2025 Policy Bundle (www.nctcoq.org/policybundle)
2. *Nicholas Vanhaasen* – Chair Niermann Correspondence Response ([Electronic Item 14.1](#))
3. *Nicholas Vanhaasen* – 2023 Ozone Season Update ([Electronic Item 14.2](#))
4. *Nicholas Vanhaasen* – Annual Report: Most Ozone Polluted Metro Areas ([SOTA-2023.pdf \(lung.org\)](#))
5. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 14.3](#))
6. *Joslyn Billings* – Air Quality Funding Opportunities for Vehicles (www.nctcoq.org/aqfunding)
7. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Brian Wilson* – Progress North Texas (Handed out at the meeting)
9. *Jackie Castillo* – July Public Meeting Notice ([Electronic Item 14.4](#))
10. *Taylor Benjamin* – Public Comments Report ([Electronic Item 14.5](#))
11. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 14.6](#))

15. **Other Business (Old or New):** There was no discussion on this item.

16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2023.

Meeting adjourned at 3:45 PM.