

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, February 28, 2025

North Central Texas Council of Governments

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

- 1:30 – 1:35** 1. **Approval of January 24, 2025, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Gus Khankarli, STTC Chair
Item Summary: Approval of the January 24, 2025, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A
- 1:35 – 1:40** 2. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 2.1. **Endorsement of Regional Transportation Council Local Backstop Funding for Small Transit Operators**
Presenter: Bobby Gomez, NCTCOG
Item Summary: Surface Transportation Technical Committee endorsement will be requested to utilize Regional Transportation Council (RTC) Local funds in an amount not to exceed \$200,000. This is a financial backstop pending execution of federal grants and anticipated to be returned.
Background: North Central Texas Council of Governments (NCTCOG) is working with the Federal Transit Administration (FTA) to obligate over \$6,800,000 in federal funding for small transit providers who operate through subrecipient agreements with NCTCOG. This funding was programmed by the RTC but is not available for drawdown because it is not yet included in the executed grant agreements. Delays in federal grant agreement execution have led to significant gaps in federal funding for small transit operators, providing critical transit services between urban and rural areas. These small transit providers are making adjustments where possible to maximize other funding sources but may be faced with requirements to reduce urbanized area services if federal funds are not made available quickly. [Electronic Item 2.1](#) provides additional detail.

Performance Measure(s) Addressed: Transit

2.2. **May 2025 Transportation Improvement Program Revisions**

Presenter: Charles Marsh, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: May 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 2.2](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

2.3. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets**

Presenter: Chris Klaus, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval will be requested to reaffirm existing targets for the remainder of the current reporting period for two groups of federally required performance measures: Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3).

Background: In 2022, the RTC adopted 2024 and 2026 targets for two sets of federally required performance measures commonly known as PM2 and PM3. PM2 includes measures related to pavement and bridge condition, while PM3 includes measures related to roadway system performance, freight, and air quality. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted 2026 targets, if appropriate, based on new data and analysis methodologies. As RTC took action to reaffirm 2026 targets for a subset of PM3 measures in September 2024, this item will cover the remainder of the PM3 measures not included with that action. This consent action item now includes adjustments to North Texas Tollway Authority pavement condition metrics. See [Electronic Item 2.3](#) for more information.

Performance Measure(s) Addressed: Goods Movement, Roadway

1:40 – 1:50

3. **2025 Strategic Transportation Funding Program**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2025 Strategic Transportation Funding Program will be requested.

Background: Over the past year, North Central Texas Council of Governments (NCTCOG) staff has inventoried numerous funding requests from transportation agencies and local governments. After evaluating the requests, several projects and partnerships are being proposed for funding. The recommended projects meet one or more of the following criteria: addresses the RTC's policies or improvements outlined in the Metropolitan Transportation Plan (MTP), aids in meeting safety goals, implements outcomes of planning activities, and/or assists in reaching the region's federal performance targets. A list of the proposed projects and partnerships are provided in [Electronic Item 3.1](#). Additional details on the funding program can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **Regional Transit Partnerships and Federal Discretionary Grant Funding Update**

Action Possible Action Information Minutes: 10

Presenter: Savannah Briscoe, NCTCOG

Item Summary: Staff will provide an update on Regional Transit Partnerships within the region, as well as an update on the Federal Discretionary Grant Funding awarded in 2020. Staff will request a recommendation for Regional Transportation Council approval of additional federal funding for Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) grant projects, Victory Station Pedestrian Crossing, Trinity Railway Express (TRE) Signal Improvements and Silver Line Construction. In addition, action will be requested to administratively amend the North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs, as well as other planning and administrative documents for the FY2020 North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) BUILD Grant double-tracking projects and Regional Transit Partnership Projects.

Background: In 2020, The NT MOVES program was awarded \$25 million dollars in BUILD federal discretionary grant funding. The NT MOVES BUILD Grant Project is a collaborative effort between NCTCOG, Dallas Area Rapid Transit (DART), Trinity Metro,

and the TRE to increase regional freight and passenger mobility on the TRE corridor. The partner agencies have been working diligently to bring this project to construction by completing all pre-construction activities. Upon completion of the engineering and design for the double-tracking projects, cost overruns have been identified due to inflation and future proofing the corridor for Interstate Highway 35 East freeway construction. Additionally, Regional Transit Partnership projects such as the Victory Station Pedestrian Crossing, TRE Signal Improvements, and Silver Line Construction are requiring additional funding. [Electronic Item 4](#) includes a presentation of the update as well as the proposed action.

Performance Measure(s) Addressed: Goods Movement, Transit

2:00 – 2:10

5. Local Funding for On-Demand Transit Services in the Southern Dallas Inland Port

Action Possible Action Information Minutes: 10

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council (RTC) approval to utilize up to \$750,000 in Regional Toll Revenue funds to match STAR Transit's existing \$750,000 in Section 5307 Urbanized Area Program funds for service operations in the South Dallas Inland Port area.

Background: In December 2018, RTC approved funding to create the Southern Dallas Inland Port Transportation Management Association (IPTMA) to reduce congestion and single occupancy trips. As a result, the IPTMA, in partnership with Dallas Area Rapid Transit (DART) and STAR Transit, began to provide on-demand microtransit service in 2020 to connect local workforce with employment opportunities across the Inland Port. Bridge funding was approved by RTC in July 2023 to further support transit within the Inland Port area due to delays in the awarded Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The bridge funding is anticipated to be expended approximately by October 1, 2025, and the Federal Transit Administration (FTA) determined that the \$1.5 million transit operations cost is not an eligible expense under FY2021 RAISE grant activities. Currently, the North Central Texas Council of Governments, IPTMA and STAR Transit are collaborating with local governments to restructure transit service to prevent major gaps in service. The newly formed Southern Dallas County Inland Port Local Government Corporation (LGC) is also exploring local revenue solutions that could be leveraged to support transit operations for

participating cities in the Southern Dallas Inland Port area.
More details can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Administrative, Transit

2:10 – 2:20

6. Director of Transportation Report on Selected Items

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

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

1. March Surface Transportation Technical Committee Meeting will be Virtual
2. Recognition of John Hudspeth, Deputy District Engineer, Texas Department of Transportation, Dallas District
3. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Update ([Electronic Item 6.1](#))
4. Staff Work on Awarded Discretionary Grants, Federal Agencies, Federal Courts, and Presidential Executive Orders
5. North Texas Center for Mobility Technologies – Private 5G Testbed and Laboratory Supporting Advanced Mobility Research and Product Development ([Electronic Item 6.2](#))
6. Support for Transportation Authority Funding is out of the Legislative Program Starting in March 2025

Performance Measure(s) Addressed: Administrative

2:20 – 2:30

7. Federal and State Legislative Update

Action Possible Action Information Minutes: 10

Presenter: Jackie Nolasco, NCTCOG

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

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

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

8. **Dallas-Fort Worth Clean Cities Coalition Update**

Action Possible Action Information Minutes: 10

Presenter: Juliana Vandenberg, NCTCOG

Item Summary: Staff will provide updates on Dallas-Fort Worth Clean Cities Coalition (DFWCC) initiatives including re-designation approval from the U.S. Department of Energy (DOE), the 2024 DFWCC Fleet Recognition awardees, and the release of the 2025 DFWCC Annual Survey.

Background: The North Central Texas Council of Governments (NCTCOG) was designated as the host agency for the DFWCC in 1995. Clean Cities and Communities is a DOE partnership to advance clean transportation nationwide, with local coalitions working to strengthen the nation's environment, energy security, and economic prosperity. DFWCC has received re-designation approval from DOE, which confirms the Coalition and host agency are aligned with the Clean Cities and Communities mission. Additionally, DFWCC recently hosted an awards recognition luncheon for the 2024 Fleet Recognition program, which recognizes fleets for their efforts to improve air quality through adopting transportation strategies. Finally, DFWCC has opened the 2025 DFWCC Annual Survey to collect local fleet data on alternative fuel usage, idle reduction initiatives, fuel economy improvement activities, and efforts to reduce vehicle miles traveled. Fleets who submit an annual survey and adopt the Regional Transportation Council's Clean Fleet Policy are eligible for the DFWCC Fleet Recognition. To learn more about DFWCC, please visit www.dfwcleancities.org. Additional information is provided in [Electronic Item 8.1](#), the DFWCC Letter of Re-designation is provided in [Electronic Item 8.2](#), and [Electronic Item 8.3](#) provides more detail on the DFWCC Redesignation.

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50

9. **Fast Facts**

Action Possible Action Information Minutes: 10

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

1. *Daniela Tower* – Correspondence with Texas Commission of Environmental Quality ([Electronic Item 9.1](#))
2. *Hannah Thesing* – Local Clean Air Project Spotlight ([Electronic Item 9.2](#))
Hannah Thesing – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
3. *Hannah Thesing* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

4. Written Progress Reports:

- Partner Progress Reports ([Electronic Item 9.3](#))
- January Public Meeting Minutes ([Electronic Item 9.4](#))
- December – January Public Comments Report ([Electronic Item 9.5](#))
- March Public Meeting Notice ([Electronic Item 9.6](#))

10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on March 28, 2025.***

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, January 24, 2025**

The Surface Transportation Technical Committee (STTC) met on Friday, January 24, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Joe Atwood, James Bell, David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Cedar, John Cordary Jr., Tara Crawford, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Craig Hancock, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Allen Harts (representing Major L. Jones), Gus Khankarli, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Brian Moen, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Cintia Ortiz, Martin Phillips, John Polster, Kelly Porter, Than Nguyen (representing Tim Porter), Minesha Reese, Elizabeth Reynolds, James Rogge, Greg Royster, David Salmon, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Autumn Permenter (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, Ann Foss (representing Jana Wentzel), and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Kenny Bergstrom, Natalie Bettger, Michael Bills, Chris Bosco, Jose Canario, John Carl, Lori Clark, Dina Colorossi, Natalie Daugherty, Cody Derrick, Zhen Ding, Christian Evans, Kevin Feldt, Brian Flood, Analisa Garcia, Gypsy Gavia, Irlenia Hermosillo, Chris Hoff, Amy Johnson, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kurt Lehan, Zihao Li, Malcolm Mayhew, James McLane, Michael Morris, Vickie Morris, Jenny Narvaez, Dylan Niles, Jackie Nolasco, Evan Paret, Donald Parker, Ezra Pratt, Vercie Pruitt-Jenkins, Sidney Sonch, Toni Stehling, Derek Sweeney, Daniela Tower, Luke Urie, Juliana VandenBorn, Hannah Witcher, Jared Wright, and Hua Yang.

1. **Approval of December 6, 2024, Minutes:** The minutes of the December 6, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

2. **Consent Agenda:**

2.1. **Amtrak Heartland Flyer Funding Shortfall:** A recommendation for Regional Transportation Council (RTC) approval was requested for up to \$100,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer passenger rail service from Fort Worth to Oklahoma City to ensure there are no service disruptions. In addition, staff sought recommendation for RTC approval to inform the Legislature that the Texas Department of Transportation's request for funding was inadequate.

This Consent Agenda item was pulled and presented by Michael Morris. A motion was made to approve this item with additional instruction for staff to request the Texas Department of Transportation and the State to increase their Legislative Appropriations Request to prevent a funding gap from occurring in the future. Kelly Porter (M); Brian Moen (S). The motion passed unanimously.

- 2.2. **Endorsement of Funding for Riverfront Boulevard Cost Overrun:** A recommendation for Regional Transportation Council (RTC) approval was requested for approval of \$12,401,658 in Regional Toll Revenue (RTR) funding to cover a cost overrun at letting on the Riverfront Boulevard project, including the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding.

This Consent Agenda item was pulled and presented by Michael Morris. A motion was made to approve this item, plus additional costs to be covered by Dallas County and/or the City of Dallas, and for Dallas County along with the selected construction company to monitor communication on the location of utilities that may impact column placement for high-speed rail. Kelly Porter (M); Daniel Burnham (S). The motion passed unanimously.

- 2.3. **2024 Transportation Development Credit Annual Report and Updates to Transportation Development Credit Allocations:** A recommendation for Regional Transportation Council (RTC) approval was requested for the proposed updates to the Transportation Development Credit (TDC) allocations for several categories and the annual TDC report submitted to Texas Department of Transportation was provided for information.

Consent Agenda item was pulled and presented by Cody Derrick. A motion was made to recommend Regional Transportation Council approval of the proposed Transportation Development Credits (TDCs) category changes, which would leave the Dallas-Fort Worth Metropolitan Planning Organization with 418.87 million TDCs for future allocation to the various categories. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

- 2.4. **Federal Funding Classification System Amendments:** A recommendation for Regional Transportation Council (RTC) approval was requested for seven amendments to the currently approved Federal Functional Classification System.

A motion was made to approve Item 2.4 on the Consent Agenda. John Polster (M); Kelly Porter (S). The motion passed unanimously.

3. **Potential Endorsement of Allocation of Funding for Potential Litigation Related to the Dallas-Fort Worth High-Speed Rail Environmental Assessment and Briefing on Correspondence from Attorneys for Hunt Realty Investment, Inc., and Hunt-Related Entities:** Ken Kirkpatrick briefed the Surface Transportation Technical Committee on numerous correspondence from Attorneys for Hunt Realty Investment, Inc., and other Hunt-related entities (Hunt-related entities). Ken requested endorsement of RTC's approval to allocate up to \$1 million in RTC Local funds in \$250,000 increments in preparation for potential litigation related to the Dallas-Fort Worth High-Speed Rail Environmental Assessment. Staff recommended reporting back to the RTC quarterly regarding high-speed rail activities and the level of expenditures. If approved, the North Central Texas Council of Governments Executive Board, as the RTC's fiduciary agent, would be requested to go through the contracting process to secure external legal services to supplement internal staff. Discussion ensued.

A motion was made to endorse the amended staff's recommendation for approval of up to \$1 million in Regional Transportation Council Local funds by allocating \$1 million with authorization to expend up to an initial \$250,000 and requiring staff to return to the RTC for approval of each additional \$250,000 increment. In addition, staff was directed to provide

monthly updates on the status of the High-Speed Rail project and funding expenditures. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

4. **Fiscal Year 2025 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Michael Johnson requested an endorsement of Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

A motion was made to endorse the Regional Transportation Council's (RTC) approval of proposed projects to submit for funding consideration through Fiscal Year (FY) 2025 Rebuilding American Infrastructure with Sustainability (RAISE) and Equity Program: State Highway (SH) 183/SH 356/Belt Line Road Interchange, Ennis Avenue/United Pacific Rail Road grade separation, SH 183 – Pumphrey Drive Reconstruction Project, along with allocation of new Regional Transportation Council funds for SH 183/SH 356/Belt Line Road Interchange; \$100 million in Category 2/Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds (including \$20 million non-federal match) via future Regional 10-Year Plan/Unified Transportation Program (UTP) updates and/or Transportation Improvement Program (TIP) revisions; \$70 million in Regional Toll Revenue (RTR) funds, specifically surplus revenues from the SH 183 corridor; and to administratively amend North Central Texas Council of Governments and State Transportation Improvement Programs, as well as other planning and administrative documents to include proposed projects and funding if selected for FY 25 RAISE Grant awards. Daniel Vedral (M); John Polster (S). The motion passed unanimously.

5. **Funding Recommendations to Upgrade Existing Charging Stations:** Jared Wright provided an overview of several programs that are expanding and supporting electric vehicle charging infrastructure and requested a recommendation for Regional Transportation Council (RTC) approval of funding recommendations for the Electric Vehicle Charging Station Reliability and Accessibility Accelerator Program.

A motion was made to recommend Regional Transportation Council (RTC) approval of North Central Texas Council of Governments funding recommendations for the Federal Highway Administration Electric Vehicle Charger Reliability and Accessibility Accelerator program to repair, replace, or upgrade electric vehicle chargers, and to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/ administrative documents as needed to reflect subawards. Kelly Porter (M); Mark Nelson (S). The motion passed unanimously.

6. **Work Zone Data Exchange 2024 Call for Projects:** Vickie Morris requested a recommendation for Regional Transportation Council (RTC) approval of the 2024 Work Zone Data Exchange Call for Projects selection and east/west funding split.

A motion was made to recommend Regional Transportation Council (RTC) approval of the projects recommended for the Work Zone Data Exchange Call for Projects and East/West funding split adjustments; and to administratively amend the Transportation Improvement Program (TIP)/Statewide STIP, as well as other planning and administrative documents to incorporate these projects/adjustments as needed. Daniel Burnham (M); John Polster (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** The following topics were listed on the agenda:

1. Transit 2.0 Policy Oversight Preparation for February Action
2. \$60 Million Received from Environmental Protection Agency Clean Heavy-Duty Vehicle Program
3. Department of Defense \$4 Million Noise Mitigation Award for Elementary Schools in Lake Worth and White Settlement
4. Transportation Research Board January 5, 2025, (Washington, D.C.): Integrating Operational Change into Transportation Agencies to Optimize Project Delivery (Michael Morris and Ceason Clemons)
5. Texas Commission on Environmental Quality Recommended PM_{2.5} National Ambient Air Quality Standard
6. Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing No Longer Requested
7. Sandy Wesch Celebration of Life - January 24, 2025, at 3:30 pm

Michael Morris briefly highlighted each item listed above, in addition to announcing the Regional Transportation Council meeting during August will be on August 7, 2025, to coincide with the Irving Infrastructure Summit.

8. **Mobility 2050 Development:** Amy Johnson provided an update on the development of Mobility 2050, the region's next Metropolitan Transportation Plan. An overview of ongoing efforts and progress toward completing the plan with updates on key plan elements was presented during the meeting.

9. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets:** James McLane presented an update on two groups of federally required performance measures: Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3). Observed progress for the measures was provided along with a proposal to reaffirm existing targets for the remainder of the current performance period.

10. **Fast Facts:** Staff provided brief presentations on Items 1 through 5 below:

1. *Jesse Brown* – Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report
2. *Kimberlin To* – Air North Texas 2024 Partner Awards ([Air North Texas - Partner Awards](#))
3. *Irlenia Hermosillo* – Local Clean Air Project Spotlight
4. *Juliana VandenBorn* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
5. *Juliana VandenBorn* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. Written Progress Reports: Partner Progress Reports, October – November Public Comments Report, November Public Meeting Minutes, November – December Public Comments Report, January Public Meeting Notice, and February Public Meeting Notice.

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

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on February 28, 2025.**

Meeting adjourned at 2:51 p.m.

RTC Local Funding for Subrecipient Transit Operators

Surface Transportation Technical Committee
February 28, 2025

Background

- Five transit providers (City/County Transportation, Community Transit Services, Public Transit Services, Span, Inc., and STAR Transit) receive federal funding through subrecipient agreements with NCTCOG to provide critical service for both urban and rural trips, including elderly or disabled individuals traveling to receive medical care and other essential services.
- RTC has programmed over \$6.8 million in federal funds for these subrecipients; however, delays in executing grants to obligate the funding has created funding gaps for subrecipients.
- Most immediately impacted is Span Inc., servicing Denton County. Span is taking steps to reduce operating costs and generate additional revenue but is facing further reductions in service until federal funds become available.

Action Plan

- Span, Inc continues to provide transit service in Denton County
- NCTCOG extends pre-award authority to Span, allowing access to allocated and programmed funding in advance of grant agreement execution
- NCTCOG reimburses Span for costs incurred to reduce strain on Span's cashflow
- Mitigate risks by:
 - Requesting RTC Local funding as backstop pending federal grant execution
 - Identifying additional grant funding opportunities
 - Continuing to assist Span in reducing operating costs and generating local revenue
 - Continuing coordination with FTA to finalize grants
- Continue coordination and monitoring of all small transit providers in the Region and extending pre-award authority to other subrecipients if needed

Action Requested

STTC Approval:

Endorsement to utilize up to \$200,000 RTC Local Funds for a temporary backstop pending execution of federal grant agreements to ensure continuation of critical transit services. With pre-award authority it is anticipated those funds will be returned.

For More Information

Dawn Dalrymple

Senior Program Manager

Fiscal Management

ddalrymple@nctcog.org

817-608-2319

Bobby Gomez, AICP

Senior Transportation Planner

Transit Project Support

rgomez@nctcog.org

682-433-0441

How to Read the Project Modification Listings - Roadway Section

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

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004
Implementing Agency: PLANO
County: COLLIN **CSJ:** 0091-05-053
City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED
Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55317 **Facility:** US 67 **Location/Limits From:** SOMERVELL COUNTY LINE **Modification #:** 2025-0220
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 1434
County: JOHNSON **CSJ:** 0259-04-041
City: CLEBURNE **Desc:** WIDEN FROM 2 TO 4 LANES
Request: ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	ENG	0259-04-041	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

TIP Code: 11898.5 **Facility:** CS **Location/Limits From:** ON AVONDALE-HASLET ROAD **Modification #:** 2025-0224
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AT BNSF RAIL LINE
County: TARRANT **CSJ:** 0902-90-267, 0902-90-268
City: HASLET **Desc:** CONSTRUCT GRADE SEPARATION
Request: REMOVE CSJ 0902-90-268 FROM THE PROJECT TO SPLIT OUT AS A SEPARATE PROJECT IN A FUTURE MOD; INCREASE ENGINEERING, UTILITIES, AND CONSTRUCTION FUNDING
Comment: 4,000,000 OF TDCs UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCs; LOCAL CONTRIBUTION PAID FOR BY CITY OF HASLET AND BNSF; BNSF CONTRIBUTION WILL BE 10% OF CONSTRUCTION COSTS PAID AFTER COMPLETION OF PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-90-267	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2025	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2025	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,800,000	\$200,000	\$200,000	\$0	\$0	\$2,000,000
2025	UTIL	0902-90-267	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2025	UTIL	0902-90-268	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0902-90-267	STBG:	\$6,000,000	\$0	\$0	\$1,500,000	\$0	\$7,500,000
2027	CON	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$1,500,000	\$0	\$0	\$0
2027	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
Phase Subtotal:				\$13,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$15,000,000
Grand Total:				\$16,900,000	\$600,000	\$0	\$1,500,000	\$0	\$19,000,000

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-90-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$750,000	\$750,000
2025	ENG	0902-90-267	STBG:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2025	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0902-90-268	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$1,000,000	\$0	\$0	\$250,000	\$750,000	\$2,000,000
2025	UTIL	0902-90-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2025	UTIL	0902-90-268	SW ROW:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	0902-90-267	Cat 3 - TDC (MPO):	\$0	\$0	\$4,000,000	\$0	\$0	\$0
2027	CON	0902-90-267	Cat 5:	\$6,500,000	\$0	\$0	\$0	\$0	\$6,500,000
2027	CON	0902-90-267	STBG:	\$13,500,000	\$0	\$0	\$0	\$0	\$13,500,000
2027	CON	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0902-90-268	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$20,000,000	\$0	\$4,000,000	\$0	\$0	\$20,000,000
Grand Total:				\$21,000,000	\$0	\$0	\$250,000	\$2,750,000	\$24,000,000

TIP Code: 11651.7 **Facility:** VA **Location/Limits From:** ON KELLY BLVD FROM COTTON BELT TRAIL **Modification #:** 2025-0225
Implementing Agency: CARROLLTON **Location/Limits To:** PURPLE TRAIL
County: DALLAS **CSJ:** N/A
City: CARROLLTON **Desc:** CONSTRUCT SHARED USE PATH
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING COMING FROM TIP 11651/CSJ 0902-00-173, 0000-18-053 BIKE/PED SPOT IMPROVEMENTS FUNDING POOL

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	N/A	Cat 10 - Carbon Reduction Program:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2026	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
2028	CON	N/A	Cat 10 - Carbon Reduction Program:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
2028	CON	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40076 **Facility:** VA **Location/Limits From:** ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY **Modification #:** 2025-0228
Implementing Agency: DALLAS CO **Location/Limits To:** GARLAND EASTERN CITY LIMITS
County: DALLAS **CSJ:** 0918-47-321
City: GARLAND **Desc:** CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR
Request: INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION DUE TO HIGHER ESTIMATE AT BIDDING; COST OVERRUN ON THIS PROJECT FUNDED ON TIP 14000/CSJ 0918-47-288 AS PART OF A PARTNERSHIP WITH DALLAS CO; REMOVE UTILITY PHASE; INCREASE ENGINEERING FUNDING; PROJECT GROUPED UNDER 5000-00-916
Comment: LOCAL CONTRIBUTION PAID BY DALLAS CO AND GARLAND; 2020 TA SET ASIDE CFP; PROJECT GROUPED UNDER 5000-00-916; THIS NEW PARTNERSHIP IS IN ADDITION TO THE PREVIOUS COST OVERRUN PARTNERSHIP ON TIP 14002/CSJ 0918-47-208

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,208,206	\$1,208,206
2023	UTIL	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	CON	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,939,193	\$3,939,193
2025	CON	0918-47-321	Cat 9 TA Set Aside:	\$4,179,705	\$0	\$0	\$1,044,926	\$0	\$5,224,631
Phase Subtotal:				\$4,179,705	\$0	\$0	\$1,044,926	\$3,939,193	\$9,163,824
Grand Total:				\$4,179,705	\$0	\$0	\$1,044,926	\$5,247,399	\$10,472,030

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,766,264	\$1,766,264
2025	CON	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$7,176,625	\$7,176,625
2025	CON	0918-47-321	Cat 9 TA Set Aside:	\$4,179,705	\$0	\$0	\$1,044,926	\$0	\$5,224,631
Phase Subtotal:				\$4,179,705	\$0	\$0	\$1,044,926	\$7,176,625	\$12,401,256
Grand Total:				\$4,179,705	\$0	\$0	\$1,044,926	\$8,942,889	\$14,167,520

TIP Code: 14024 **Facility:** CS **Location/Limits From:** ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD **Modification #:** 2025-0229
Implementing Agency: SACHSE **Location/Limits To:** NORTH OF SACHSE ROAD
County: DALLAS **CSJ:** 0918-47-240
City: SACHSE **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE
Request: INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2027
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF SACHSE AND DALLAS CO; CMAQ FUNDS ONLY FOR INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS; MAINTAINS 2/3 RTC AND 1/3 CITY FUNDING SHARE FOR CONSTRUCTION

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2019	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$691,433	\$691,433
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Phase Subtotal:				\$1,200,000	\$0	\$0	\$300,000	\$691,433	\$2,191,433
2022	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,211,700	\$1,211,700
2022	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$0	\$0	\$200,000	\$1,211,700	\$2,211,700
2024	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2029	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,412,092	\$9,412,092
2029	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2029	CON	0918-47-240	STBG:	\$13,028,626	\$0	\$0	\$3,257,157	\$0	\$16,285,783
Phase Subtotal:				\$14,230,326	\$0	\$0	\$3,557,582	\$9,412,092	\$27,200,000
Grand Total:				\$16,230,326	\$0	\$0	\$4,057,582	\$12,756,892	\$33,044,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2019	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$691,433	\$691,433
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Phase Subtotal:				\$1,200,000	\$0	\$0	\$300,000	\$691,433	\$2,191,433
2022	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,211,700	\$1,211,700
2022	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$0	\$0	\$200,000	\$1,211,700	\$2,211,700
2024	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2027	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,955,138	\$5,955,138
2027	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2027	CON	0918-47-240	STBG:	\$23,351,790	\$0	\$0	\$5,837,947	\$0	\$29,189,737
Phase Subtotal:				\$24,553,490	\$0	\$0	\$6,138,372	\$5,955,138	\$36,647,000
Grand Total:				\$26,553,490	\$0	\$0	\$6,638,372	\$9,299,938	\$42,491,800

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11651.6 **Facility:** VA **Location/Limits From:** COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION **Modification #:** 2025-0232
Implementing Agency: DALLAS CO **Location/Limits To:** MCINNISH PARK
County: DALLAS **CSJ:** N/A
City: VARIOUS **Desc:** CONSTRUCT SHARED USE PATH
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-916; FUNDING COMES FROM THE BIKE/PED SPOT IMPROVEMENT FUNDING POOL TIP 11651/CSJ 0902-00-173, 0000-18-053
Comment: PROJECT GROUPED UNDER CSJ 5000-00-916

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2026	ENG	N/A	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

TIP Code: 50012 **Facility:** SH 78 **Location/Limits From:** CAMERON AVE/TENSION PKWY **Modification #:** 2025-0238
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST GRAND AVENUE
County: DALLAS **CSJ:** 0009-02-075
City: DALLAS **Desc:** REALIGN AND RECONSTRUCT SH 78 AND CONSTRUCT INTERSECTION IMPROVEMENTS (NO ADDED CAPACITY)
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-952, 5000-00-957, AND 5000-00-958
Comment: PROJECT GROUPED UNDER CSJ 5000-00-952, 5000-00-957, AND 5000-00-958

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0009-02-075	SW PE:	\$0	\$903,315	\$0	\$0	\$0	\$903,315
2026	ROW	0009-02-075	SW ROW:	\$0	\$3,687,002	\$0	\$0	\$0	\$3,687,002
Grand Total:				\$0	\$4,590,317	\$0	\$0	\$0	\$4,590,317

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14071 **Facility:** FM 1378 **Location/Limits From:** FM 3286 **Modification #:** 2025-0239
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 3286
County: COLLIN **CSJ:** 1392-01-044
City: LUCAS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: INCREASE CONSTRUCTION FUNDING DUE TO CHANGE ORDERS
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 14071/CSJ 3476-01-044; PART OF 2022 SE CONNECTOR CATEGORY 2/STBG TRADE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2020	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2023	CON	1392-01-044	Cat 2M:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
2023	CON	1392-01-044	Cat 5:	\$3,977,427	\$994,357	\$0	\$0	\$0	\$4,971,784
Phase Subtotal:				\$5,345,975	\$1,336,494	\$0	\$0	\$0	\$6,682,469
Grand Total:				\$6,145,975	\$1,736,494	\$0	\$100,000	\$0	\$7,982,469

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2020	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2023	CON	1392-01-044	Cat 2M:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
2023	CON	1392-01-044	Cat 5:	\$3,977,427	\$994,357	\$0	\$0	\$0	\$4,971,784
Phase Subtotal:				\$5,345,975	\$1,336,494	\$0	\$0	\$0	\$6,682,469
2025	CON	1392-01-044	Cat 5:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$8,145,975	\$2,236,494	\$0	\$100,000	\$0	\$10,482,469

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14034 **Facility:** CS **Location/Limits From:** ON WYCLIFF AVENUE FROM OAKLAWN AVENUE **Modification #:** 2025-0244
Implementing Agency: HIGHLAND PARK **Location/Limits To:** WEST OF GLENWOOD AVENUE
County: DALLAS **CSJ:** 0918-47-289
City: VARIOUS **Desc:** RECONSTRUCTION OF A 2/3 LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY
Request: INCREASE ENGINEERING, UTILITIES, AND CONSTRUCTION FUNDING
Comment: LOCAL CONTRIBUTION TO BE PAID BY THE TOWN OF HIGHLAND PARK AND THE CITY OF DALLAS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2023	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$720,000	\$720,000
2025	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2025	CON	0918-47-289	STBG:	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$10,000,000
Phase Subtotal:				\$8,000,000	\$0	\$0	\$2,000,000	\$1,500,000	\$11,500,000
Grand Total:				\$8,000,000	\$0	\$0	\$2,000,000	\$4,020,000	\$14,020,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,900,000	\$1,900,000
2026	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2026	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,900,000	\$1,900,000
2026	CON	0918-47-289	STBG:	\$12,520,000	\$0	\$0	\$3,130,000	\$0	\$15,650,000
Phase Subtotal:				\$12,520,000	\$0	\$0	\$3,130,000	\$1,900,000	\$17,550,000
Grand Total:				\$12,520,000	\$0	\$0	\$3,130,000	\$6,300,000	\$21,950,000

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14000 **Facility:** CS **Location/Limits From:** ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY **Modification #:** 2025-0247
Implementing Agency: DALLAS **Location/Limits To:** NORTH OF FORNEY ROAD
County: DALLAS **CSJ:** 0918-47-244
City: DALLAS **Desc:** CONSTRUCT GRADE SEPARATION OVER UPRR
Request: INCREASE FEDERAL FUNDS AND DECREASE LOCAL CONTRIBUTION; COST OVERRUN ON TIP 40076/CSJ 0918-47-321 FUNDED ON THIS PROJECT
Comment: LOCAL CONTRIBUTION PAID BY UNION PACIFIC RAILROAD, CITY OF DALLAS, AND DALLAS COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-244	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
2021	ENG	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
Phase Subtotal:				\$1,602,360	\$0	\$0	\$400,590	\$1,600,000	\$3,602,950
2025	ROW	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2025	UTIL	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2029	CON	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,660,337	\$6,660,337
2029	CON	0918-47-244	Cat 5:	\$5,322,653	\$0	\$0	\$1,330,663	\$0	\$6,653,316
Phase Subtotal:				\$5,322,653	\$0	\$0	\$1,330,663	\$6,660,337	\$13,313,653
Grand Total:				\$6,925,013	\$0	\$0	\$1,731,253	\$12,460,337	\$21,116,603

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-244	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
2021	ENG	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
Phase Subtotal:				\$1,602,360	\$0	\$0	\$400,590	\$1,600,000	\$3,602,950
2025	ROW	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2025	UTIL	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2029	CON	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,347,837	\$4,347,837
2029	CON	0918-47-244	Cat 5:	\$7,172,653	\$0	\$0	\$1,793,163	\$0	\$8,965,816
Phase Subtotal:				\$7,172,653	\$0	\$0	\$1,793,163	\$4,347,837	\$13,313,653
Grand Total:				\$8,775,013	\$0	\$0	\$2,193,753	\$10,147,837	\$21,116,603

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24036.1 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0258
Implementing Agency: DALLAS **Location/Limits To:** CITY WIDE
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 3,160,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$3,160,000	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$15,800,000	\$0	\$0	\$0	\$0	\$15,800,000
Phase Subtotal:				\$15,800,000	\$0	\$3,160,000	\$0	\$0	\$15,800,000
Grand Total:				\$15,800,000	\$0	\$0	\$0	\$0	\$15,800,000

TIP Code: 24036.2 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0259
Implementing Agency: FARMERS BRANCH **Location/Limits To:** ALONG SPRING VALLEY, ALPHA, DENNIS, DENTON, DIPLOMAT, WEBB CHAPEL, JOSEY, VALLEYVIEW, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, AND MIDWAY
County: DALLAS **CSJ:** N/A
City: FARMERS BRANCH **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 99,051 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$99,051	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$495,255	\$0	\$0	\$0	\$0	\$495,255
Phase Subtotal:				\$495,255	\$0	\$99,051	\$0	\$0	\$495,255
Grand Total:				\$495,255	\$0	\$0	\$0	\$0	\$495,255

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24034.1 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0260
Implementing Agency: FORT WORTH **Location/Limits To:** CITY WIDE
County: TARRANT **CSJ:** N/A
City: FORT WORTH **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 1,240,005 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$1,240,005	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$6,200,027	\$0	\$0	\$0	\$0	\$6,200,027
Phase Subtotal:				\$6,200,027	\$0	\$1,240,005	\$0	\$0	\$6,200,027
Grand Total:				\$6,200,027	\$0	\$0	\$0	\$0	\$6,200,027

TIP Code: 24036.3 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0261
Implementing Agency: GARLAND **Location/Limits To:** ALONG BELTINE RD, BOBTOWN, BROADWAY BLVD, SH 78/GARLAND AVE/LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD
County: DALLAS **CSJ:** N/A
City: GARLAND **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 179,087 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$179,087	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$895,434	\$0	\$0	\$0	\$0	\$895,434
Phase Subtotal:				\$895,434	\$0	\$179,087	\$0	\$0	\$895,434
Grand Total:				\$895,434	\$0	\$0	\$0	\$0	\$895,434

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24036.4 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0262
Implementing Agency: IRVING **Location/Limits To:** ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD
County: DALLAS **CSJ:** N/A
City: IRVING **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 32,756 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$32,756	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$163,779	\$0	\$0	\$0	\$0	\$163,779
Phase Subtotal:				\$163,779	\$0	\$32,756	\$0	\$0	\$163,779
Grand Total:				\$163,779	\$0	\$0	\$0	\$0	\$163,779

TIP Code: 24036.5 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0263
Implementing Agency: LANCASTER **Location/Limits To:** ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD
County: DALLAS **CSJ:** N/A
City: LANCASTER **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 46,075 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$46,075	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$230,375	\$0	\$0	\$0	\$0	\$230,375
Phase Subtotal:				\$230,375	\$0	\$46,075	\$0	\$0	\$230,375
Grand Total:				\$230,375	\$0	\$0	\$0	\$0	\$230,375

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24036.6 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE, **Modification #:** 2025-0264
Implementing Agency: LEWISVILLE **Location/Limits To:** CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS
County: DALLAS **CSJ:** N/A
City: LEWISVILLE **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 38,940 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$38,940	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$194,700	\$0	\$0	\$0	\$0	\$194,700
Phase Subtotal:				\$194,700	\$0	\$38,940	\$0	\$0	\$194,700
Grand Total:				\$194,700	\$0	\$0	\$0	\$0	\$194,700

TIP Code: 24036.7 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0265
Implementing Agency: NORTH RICHLAND HILLS **Location/Limits To:** ALONG GLEN VIEW DR, HOLIDAY LN, SMITHFIELD, RUFÉ SNOW DR, AND IRON HORSE
County: TARRANT **CSJ:** N/A
City: NORTH RICHLAND HILLS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 51,797 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$51,797	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$258,985	\$0	\$0	\$0	\$0	\$258,985
Phase Subtotal:				\$258,985	\$0	\$51,797	\$0	\$0	\$258,985
Grand Total:				\$258,985	\$0	\$0	\$0	\$0	\$258,985

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24036.8 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0266
Implementing Agency: BALCH SPRINGS **Location/Limits To:** ALONG ELAM, LAKE JUNE, AND BELT LINE RD
County: DALLAS **CSJ:** N/A
City: BALCH SPRINGS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 43,540 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$43,540	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$217,700	\$0	\$0	\$0	\$0	\$217,700
Phase Subtotal:				\$217,700	\$0	\$43,540	\$0	\$0	\$217,700
Grand Total:				\$217,700	\$0	\$0	\$0	\$0	\$217,700

TIP Code: 24036.9 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF **Modification #:** 2025-0268
Implementing Agency: NCTCOG **Location/Limits To:** COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 1,197,516 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$1,197,516	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$5,987,580	\$0	\$0	\$0	\$0	\$5,987,580
Phase Subtotal:				\$5,987,580	\$0	\$1,197,516	\$0	\$0	\$5,987,580
Grand Total:				\$5,987,580	\$0	\$0	\$0	\$0	\$5,987,580

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 24034.2 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0269
Implementing Agency: WHITE SETTLEMENT **Location/Limits To:** ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD
County: TARRANT **CSJ:** N/A
City: WHITE SETTLEMENT **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 55,233 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$55,233	\$0	\$0	\$0
2026	IMP	N/A	STBG:	\$276,165	\$0	\$0	\$0	\$0	\$276,165
Phase Subtotal:				\$276,165	\$0	\$55,233	\$0	\$0	\$276,165
Grand Total:				\$276,165	\$0	\$0	\$0	\$0	\$276,165

TIP Code: 24028 **Facility:** IH 20 **Location/Limits From:** BETHEL ROAD **Modification #:** 2025-0270
Implementing Agency: PARKER CO **Location/Limits To:** MAIN STREET
County: PARKER **CSJ:** 0314-07-086
City: WEATHERFORD **Desc:** CONSTRUCT NEW EASTBOUND ENTRANCE RAMP FROM BETHEL ROAD; CONSTRUCT NEW WESTBOUND EXIT RAMP TO BETHEL ROAD; WIDEN EXISTING BRIDGE (AUXILIARY LANES) OVER TIN TOP ROAD
Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS IT IS A DUPLICATE PROJECT OF TIP 21093.4/CSJ 0314-07-070
Comment: FUNDING CONTINGENT UPON PROJECT BEING DESIGNED TO PREVENT THROWAWAY WHEN THE IH 20 CORRIDOR IN THE AREA IS RECONSTRUCTED; TXDOT TO LET THE PROJECT ONCE DESIGNED BY PARKER CO; LOCAL CONTRIBUTION TO BE PAID BY PARKER COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-086	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,040,000	\$3,040,000
2028	CON	0314-07-086	STBG:	\$15,392,000	\$3,848,000	\$0	\$0	\$0	\$19,240,000
Grand Total:				\$15,392,000	\$3,848,000	\$0	\$0	\$3,040,000	\$22,280,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0314-07-086	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2028	CON	0314-07-086	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54119.6 **Facility:** IH 35E **Location/Limits From:** REESE DRIVE **Modification #:** 2025-0272
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE
County: ELLIS **CSJ:** 0442-03-044
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: INCREASE CONSTRUCTION FUNDING AND ADD CAT 11 COCO FUNDING DUE TO COST OVERRUN AT LETTING
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP/CSJ 13034/0442-03-042, 54119/2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 55249/0092-02-130

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-03-044	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2020	ROW	0442-03-044	SW ROW:	\$3,150,000	\$350,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0442-03-044	Cat 2M:	\$22,972,311	\$5,743,078	\$0	\$0	\$0	\$28,715,389
2024	CON	0442-03-044	STBG:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$23,052,311	\$5,763,078	\$0	\$0	\$0	\$28,815,389
Grand Total:				\$26,202,311	\$6,913,078	\$0	\$0	\$0	\$33,115,389

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-03-044	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2020	ROW	0442-03-044	SW ROW:	\$3,150,000	\$350,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0442-03-044	Cat 2M:	\$22,972,311	\$5,743,078	\$0	\$0	\$0	\$28,715,389
2024	CON	0442-03-044	STBG:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$23,052,311	\$5,763,078	\$0	\$0	\$0	\$28,815,389
2025	CON	0442-03-044	Cat 11 - Cost Overruns and Change Orders	\$1,055,478	\$263,870	\$0	\$0	\$0	\$1,319,348
2025	CON	0442-03-044	Cat 2M:	\$2,297,231	\$574,308	\$0	\$0	\$0	\$2,871,539
2025	CON	0442-03-044	STBG:	\$1,357,034	\$339,258	\$0	\$0	\$0	\$1,696,292
Phase Subtotal:				\$4,709,743	\$1,177,436	\$0	\$0	\$0	\$5,887,179
Grand Total:				\$30,912,054	\$8,090,514	\$0	\$0	\$0	\$39,002,568

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54119.5 **Facility:** IH 35E **Location/Limits From:** ELLIS COUNTY LINE **Modification #:** 2025-0273
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BEAR CREEK ROAD
County: DALLAS **CSJ:** 0442-02-162
City: VARIOUS **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
Request: INCREASE CONSTRUCTION FUNDING DUE TO COST OVERRUN AT LETTING
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP/CSJ 13034/0442-03-042, 54119/2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.6/0442-03-044, & 55249/0092-02-130

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-162	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2020	ROW	0442-02-162	SW ROW:	\$2,700,000	\$300,000	\$0	\$0	\$0	\$3,000,000
2024	CON	0442-02-162	Cat 2M:	\$14,125,674	\$3,531,418	\$0	\$0	\$0	\$17,657,092
2024	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
Phase Subtotal:				\$14,592,074	\$3,648,018	\$0	\$0	\$0	\$18,240,092
Grand Total:				\$17,292,074	\$4,448,018	\$0	\$0	\$0	\$21,740,092

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-162	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2020	ROW	0442-02-162	SW ROW:	\$2,700,000	\$300,000	\$0	\$0	\$0	\$3,000,000
2024	CON	0442-02-162	Cat 2M:	\$14,125,674	\$3,531,418	\$0	\$0	\$0	\$17,657,092
2024	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
Phase Subtotal:				\$14,592,074	\$3,648,018	\$0	\$0	\$0	\$18,240,092
2025	CON	0442-02-162	Cat 2M:	\$1,412,567	\$353,142	\$0	\$0	\$0	\$1,765,709
2025	CON	0442-02-162	STBG:	\$2,637,450	\$659,363	\$0	\$0	\$0	\$3,296,813
Phase Subtotal:				\$4,050,017	\$1,012,505	\$0	\$0	\$0	\$5,062,522
Grand Total:				\$21,342,091	\$5,460,523	\$0	\$0	\$0	\$26,802,614

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55269 **Facility:** IH 35E **Location/Limits From:** FRANKFORD RD **Modification #:** 2025-0274
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** CORPORATE DR
County: DENTON **CSJ:** 0196-02-132
City: VARIOUS **Desc:** CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES
Request: INCREASE CONSTRUCTION FUNDING TO COVER CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	CON	0196-02-132	STBG:	\$3,498,158	\$874,539	\$0	\$0	\$0	\$4,372,697
2023	CON	0196-02-132	STBG:	\$10,828,782	\$2,707,196	\$0	\$0	\$0	\$13,535,978
Grand Total:				\$14,326,940	\$3,881,735	\$0	\$0	\$0	\$18,208,675

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	CON	0196-02-132	STBG:	\$3,498,158	\$874,539	\$0	\$0	\$0	\$4,372,697
2023	CON	0196-02-132	STBG:	\$10,828,782	\$2,707,196	\$0	\$0	\$0	\$13,535,978
2025	CON	0196-02-132	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$15,126,940	\$4,081,735	\$0	\$0	\$0	\$19,208,675

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 40078 **Facility:** CS **Location/Limits From:** ROSS AVENUE FROM GREENVILLE AVENUE **Modification #:** 2025-0278
Implementing Agency: DALLAS **Location/Limits To:** IH 345
County: DALLAS **CSJ:** 0918-47-325
City: DALLAS **Desc:** IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS
Request: ADD LOCAL CONTRIBUTION AND STBG FUNDING FOR ADDED ROADWAY CONSTRUCTION WORK; DELAY CONSTRUCTION TO FY2027; REVISE SCOPE TO RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS
Comment: 767,218 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL CASH MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS; GROUPED UNDER CSJ 5000-00-916

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$474,368	\$474,368
2024	CON	0918-47-325	Cat 3 - TDC (MPO):	\$0	\$0	\$767,218	\$0	\$0	\$0
2024	CON	0918-47-325	Cat 9 TA Set Aside:	\$3,836,092	\$0	\$0	\$0	\$0	\$3,836,092
Phase Subtotal:				\$3,836,092	\$0	\$767,218	\$0	\$0	\$3,836,092
Grand Total:				\$3,836,092	\$0	\$0	\$0	\$474,368	\$4,310,460

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$474,368	\$474,368
2027	CON	0918-47-325	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$18,300,000	\$18,300,000
2027	CON	0918-47-325	Cat 3 - TDC (MPO):	\$0	\$0	\$1,140,000	\$0	\$0	\$0
2027	CON	0918-47-325	Cat 9 TA Set Aside:	\$3,836,092	\$0	\$0	\$0	\$0	\$3,836,092
2027	CON	0918-47-325	STBG:	\$1,863,908	\$0	\$0	\$0	\$0	\$1,863,908
Phase Subtotal:				\$5,700,000	\$0	\$1,140,000	\$0	\$18,300,000	\$24,000,000
Grand Total:				\$5,700,000	\$0	\$0	\$0	\$18,774,368	\$24,474,368

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14002 **Facility:** CS **Location/Limits From:** ON WINTERGREEN RD FROM JEFFERSON STREET **Modification #:** 2025-0282
Implementing Agency: DALLAS CO **Location/Limits To:** WEST OF CARPENTER ROAD
County: DALLAS **CSJ:** 0918-47-208
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN
Request: INCREASE ENGINEERING, ROW, AND CONSTRUCTION FUNDING
Comment: \$2,000,000 STBG FUNDS COST OVERRUN ON TIP 40076/CSJ 0918-47-321 AS A PART OF A PREVIOUS PARTNERSHIP WITH DALLAS COUNTY; LOCAL CONTRIBUTION PAID BY CITY OF HUTCHINS, CITY OF LANCASTER, AND DALLAS COUNTY; PART OF "DOUBLE HOCKEY STICKS" PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,239,442	\$2,239,442
2026	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2026	UTIL	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2027	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,825,000	\$2,825,000
2027	CON	0918-47-208	STBG:	\$10,620,000	\$0	\$0	\$2,655,000	\$0	\$13,275,000
Phase Subtotal:				\$10,620,000	\$0	\$0	\$2,655,000	\$2,825,000	\$16,100,000
Grand Total:				\$11,180,000	\$0	\$0	\$2,795,000	\$5,764,442	\$19,739,442

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,521,215	\$3,521,215
2026	ROW	0918-47-208	STBG:	\$3,702,280	\$0	\$0	\$925,570	\$0	\$4,627,850
2026	UTIL	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,860,000	\$1,860,000
2027	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$838,475	\$838,475
2027	CON	0918-47-208	STBG:	\$21,014,160	\$0	\$0	\$5,253,540	\$0	\$26,267,700
Phase Subtotal:				\$21,014,160	\$0	\$0	\$5,253,540	\$838,475	\$27,106,175
Grand Total:				\$24,716,440	\$0	\$0	\$6,179,110	\$6,219,690	\$37,115,240

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14015.3 **Facility:** CS **Location/Limits From:** ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY **Modification #:** 2025-0284

Implementing Agency: DALLAS **Location/Limits To:** MOODY STREET

County: DALLAS **CSJ:** 0918-47-483

City: DALLAS **Desc:** REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)

Request: REVISE LIMITS TO HARRY HINES/MCKINNON COUplet WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH; REVISE SCOPE TO PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUplet INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER; DELAY ENGINEERING TO FY2026

Comment: 600,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-483	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2025	ENG	0918-47-483	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-483	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2026	ENG	0918-47-483	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25101.4 **Facility:** VA **Location/Limits From:** TRANSIT SERVICE WITHIN THE SOUTHERN DALLAS INLAND PORT **Modification #:** 2025-0285
Implementing Agency: NCTCOG **Location/Limits To:** BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH35E TO THE WEST
County: DALLAS **CSJ:** N/A
City: VARIOUS **Desc:** ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT, IMPLEMENTATION OF TRANSIT SERVICE OPERATIONS TO SUSTAIN ON-DEMAND SERVICE
Request: ADD RTR FUNDS TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO COVER COSTS INELIGIBLE FOR FY2021 RAISE GRANT
Comment: RELATED TO TIP 25101.1/CSJS 0918-47-437 & 0918-47-430 AND TIP 25101.2 & TIP 25101.3 IN THE TRANSIT LISTINGS; RTR FUNDS SERVE AS MATCH TO FY2021 RAISE GRANT FUNDS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	N/A	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$841,896	\$0	\$0	\$841,896
Grand Total:				\$0	\$0	\$841,896	\$0	\$0	\$841,896

TIP Code: 25130.1 **Facility:** SH 121 **Location/Limits From:** AT GRAPEVINE MILLS MALL **Modification #:** 2025-0286
Implementing Agency: NCTCOG
County: TARRANT **CSJ:** 0000-02-094
City: GRAPEVINE **Desc:** PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE AN ELECTRIC VEHICLE CHARGER
Request: INCREASE ENGINEERING AND CONSTRUCTION FUNDING; OFFSET BY DECREASES ON TIP 25130.2/CSJ 0000-18-188 AND TIP 25130.3/CSJ 0000-02-095
Comment: ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; EVGo NETWORK; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.2/CSJ 0000-18-188, TIP 25130.3/CSJ 0000-02-095, AND TIP 25130.4/CSJ 0000-02-096

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$62,080	\$0	\$0	\$15,520	\$0	\$77,600
2025	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$558,720	\$0	\$0	\$139,680	\$0	\$698,400
Grand Total:				\$620,800	\$0	\$0	\$155,200	\$0	\$776,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$111,457	\$0	\$0	\$27,864	\$0	\$139,321
2026	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$1,003,111	\$0	\$0	\$250,778	\$0	\$1,253,889
Grand Total:				\$1,114,568	\$0	\$0	\$278,642	\$0	\$1,393,210

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25130.4 **Facility:** VA **Location/Limits From:** SH 121 FROM US 75 TO SH 114; IH 35W FROM IH 820 TO SH 114; IH 35E FROM PGBT TO IH 635; SH 360 FROM SH 183 TO IH 30; US 75 FROM US 380 TO DOWNTOWN DALLAS; DNT FROM US 380 TO DOWNTOWN DALLAS; IH 635 FROM DNT TO US 75; US 80 FROM N BELT LINE RD TO IH 30 **Modification #:** 2025-0288

Implementing Agency: NCTCOG **Location/Limits To:** SH 114 FROM PGBT TO LOOP 12; PGBT FROM US 75 TO SH 78; N GARLAND AVE FROM AUSTIN ST TO MAIN ST; VILLAGE PKWY FROM WALLER CRK TO JUSTIN RD; SH 26 FROM CENTERPARK DR TO GLADE RD; E EXCHANGE AVE FROM PACKERS ST TO US 287

County: VARIOUS **CSJ:** 0000-02-096

City: VARIOUS **Desc:** S CLARK RD FROM S ROYAL OAK DR TO W WHEATL RD; BOLD RULER RD FROM BLUE MOUND RD TO HOLLER LOOP; DALLAS LOVE FIELD AIRPORT; PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE ELECTRIC VEHICLE CHARGERS AT UP TO 49 LOCATIONS

Request: INCREASE ENGINEERING AND IMPLEMENTATION FUNDING OFFSET BY DECREASE ON TIP 25130.2/CSJ 0000-18-188

Comment: ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; CHARGEPOINT SITE HOSTS; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.1/CSJ 0000-02-094, TIP 25130.2/CSJ 0000-18-188, AND TIP 25130.3/CSJ 0000-02-095

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-096	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$30,440	\$0	\$0	\$7,610	\$0	\$38,050
2025	IMP	0000-02-096	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$273,963	\$0	\$0	\$68,491	\$0	\$342,454
Grand Total:				\$304,403	\$0	\$0	\$76,101	\$0	\$380,504

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-096	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$133,913	\$0	\$0	\$33,478	\$0	\$167,391
2025	IMP	0000-02-096	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$1,205,213	\$0	\$0	\$301,304	\$0	\$1,506,517
Grand Total:				\$1,339,126	\$0	\$0	\$334,782	\$0	\$1,673,908

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 21079 **Facility:** VA **Location/Limits From:** ON IH 30 FROM DALLAS/TARRANT COUNTY LINE **Modification #:** 2025-0290
Implementing Agency: NCTCOG **Location/Limits To:** IH 635
County: VARIOUS **CSJ:** 0918-47-385
City: VARIOUS **Desc:** PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES
Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); RETURN FUNDING TO THE REGIONAL POOL; PROJECT GROUPED UNDER CSJ 5000-00-950
Comment: RELATED TO TIP 21080/CSJ 1068-02-156; PROJECT GROUPED UNDER CSJ 5000-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-385	STBG:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-385	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 21080 **Facility:** IH 30 **Location/Limits From:** IH 35W **Modification #:** 2025-0291
Implementing Agency: NCTCOG **Location/Limits To:** DALLAS/TARRANT COUNTY LINE
County: TARRANT **CSJ:** 1068-02-156
City: VARIOUS **Desc:** PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES
Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); PROJECT GROUPED UNDER CSJ 5000-00-950; RETURN FUNDING TO THE REGIONAL POOL
Comment: RELATED TO TIP 21079/CSJ 0918-47-385; PROJECT GROUPED UNDER CSJ 5000-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1068-02-156	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1068-02-156	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11684.7 **Facility:** VA **Location/Limits From:** AUTOMATED PARKING PROJECT AT DFW AIRPORT **Modification #:** 2025-0293
Implementing Agency: DFW AIRPORT **Location/Limits To:** TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT
County: TARRANT **CSJ:** 0902-90-266
City: VARIOUS **Desc:** IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY
Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AT THE REQUEST OF DFWIA

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0902-90-266	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2025	IMP	0902-90-266	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0902-90-266	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	IMP	0902-90-266	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0244

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 16,091 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12781.21	ACQUISITION OF SIGNAGE	2025	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	
TOTAL:				\$80,454	\$0	\$0	\$1,500	14,591	\$81,954	

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12781.21	ACQUISITION OF SIGNAGE	2025	CAPITAL	\$7,500	\$0	\$0	\$0	1,500	\$7,500	REMOVE LOCAL SHARE AND ADD CAT 1 TDCs; CORRECTS PRIOR ERROR
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	NO CHANGE
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	NO CHANGE
TOTAL:				\$80,454	\$0	\$0	\$0	16,091	\$80,454	

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2025-0294

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 12,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

<u>Currently Approved:</u>			<u>FUNDING TABLE:</u>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450	
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	
12871.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	
TOTAL:				\$136,225	\$0	\$0	\$76,255	12,000	\$212,450	

<u>Revision Requested:</u>			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450	NO CHANGE
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12782.17	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	ADD PROJECT TO TIP/STIP (MPO TDCs)
12871.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	NO CHANGE
TOTAL:				\$136,225	\$0	\$0	\$76,255	12,000	\$212,450	

PROPOSED MAY 2025 TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS **Modification #:** 2025-0296

Request: INCREASE FUNDING BY \$479,960 TOTAL 5339 FUNDS (\$405,415 FEDERAL AND \$74,545 LOCAL) FOR A REVISED TOTAL OF \$5,185,842 TOTAL 5339 FUNDS (\$4,405,415 FEDERAL AND \$780,427 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12730.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$4,000,000	\$0	\$0	\$705,882	0	\$4,705,882	
TOTAL:				\$4,000,000	\$0	\$0	\$705,882	0	\$4,705,882	
<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12730.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$4,405,415	\$0	\$0	\$780,427	0	\$5,185,842	INCREASE FUNDING
TOTAL:				\$4,405,415	\$0	\$0	\$780,427	0	\$5,185,842	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2018 PROGRAM OF PROJECTS **Modification #:** 2025-0297

Request: REFINE FY2018 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$255,931	\$0	\$0	\$21,921	0	\$277,852	
12745.18	SWIFTLY TRANSIT PLATFORM	2025	CAPITAL	\$316,125	\$0	\$0	\$79,031	0	\$395,156	
TOTAL:				\$572,056	\$0	\$0	\$100,952	0	\$673,008	
<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$572,056	\$0	\$0	\$100,952	0	\$673,008	INCREASE FUNDING
12745.18	SWIFTLY TRANSIT PLATFORM	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$572,056	\$0	\$0	\$100,952	0	\$673,008	

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0299

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 89,259 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12736.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$500,000	\$0	\$0	\$0	0	\$500,000		
12793.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$69,542	\$0	\$0	\$0	0	\$69,542		
TOTAL:				\$569,542	\$0	\$0	\$0	0	\$569,542		
Revision Requested:				FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12736.22	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$500,000	\$0	\$0	\$0	75,000	\$500,000	REQUEST APPROVAL OF CAT 1 - TDCs; GROUPED	
12793.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$71,294	\$0	\$0	\$0	14,259	\$71,294	INCREASE FUNDING AND REQUEST APPROVAL OF CAT 1 - TDCs	
TOTAL:				\$571,294	\$0	\$0	\$0	89,259	\$571,294		

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0300

Request: REVISE PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: RAISE GRANT AWARDED NOVEMBER 19, 2021; RELATED TO TIP 25101.1/CSJ 0918-47-430; LOCAL CONTRIBUTION BY CITY OF DALLAS; ADDITIONAL MATCH FOR FEDERAL FUNDING ARE REGIONAL TOLL REVENUE (RTR) PROGRAMMED ON TIP CODE 25101.1

Funding Source:

Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2025	CAPITAL	\$6,928,080	\$0	\$0	\$519,160	0	\$7,447,240
25101.30	TRANSIT OPERATIONS	2025	OPERATING	\$1,290,000	\$0	\$0	\$0	0	\$1,290,000
TOTAL:				\$8,218,080	\$0	\$0	\$519,160	0	\$8,737,240

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
25101.20	PURCHASE OF ELECTRIC VEHICLES AND RELATED INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; PEDESTRIAN INFRASTRUCTURE CONSTRUCTION AND IMPROVEMENT NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; AND TRAFFIC SIGNAL IMPROVEMENT	2025	CAPITAL	\$8,218,080	\$0	\$0	\$519,160	0	\$8,737,240	INCREASE FUNDING; TRANSIT OPERATIONS NOT ELIGIBLE, ADDING OPERATIONS FUNDING TO SIDEWALK CONSTRUCTION
25101.30	TRANSIT OPERATIONS	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT PER FTA SINCE TRANSIT OPERATIONS ARE NOT ELIGIBLE UNDER RAISE GRANT
TOTAL:				\$8,218,080	\$0	\$0	\$519,160	0	\$8,737,240	

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2025-0301

Request: REVISE FY2017 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000
12632.17	GENERAL PLANNING	2025	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000
12711.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200
12712.17	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$155,000	\$0	\$0	\$0	31,000	\$155,000
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908	NO CHANGE
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$340,000	\$0	\$0	\$0	68,000	\$340,000	INCREASE FUNDING
12632.17	GENERAL PLANNING	2025	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12711.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200	NO CHANGE
12712.17	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	NO CHANGE
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$155,000	\$0	\$0	\$0	31,000	\$155,000	NO CHANGE
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108	

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2025-0302

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 405,022 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600	
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,332,214	\$0	\$0	\$56,377	214,221	\$1,388,591	
TOTAL:				\$3,114,158	\$0	\$0	\$1,097,921	333,821	\$4,212,079	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	NO CHANGE
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	NO CHANGE
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$0	101,600	\$508,000	REMOVE LOCAL SHARE AND INCREASE TDCs
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,249,107	\$0	\$0	\$0	249,822	\$1,249,107	REMOVE LOCAL SHARE, DECREASE FEDERAL SHARE, AND INCREASE TDCs; GROUPED
TOTAL:				\$3,031,051	\$0	\$0	\$1,005,944	405,022	\$4,036,995	

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0303

Request: REVISE 2022 PROGRAM OF PROJECTS AND ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 174,379 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12627.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000	
12717.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$491,893	\$0	\$0	\$0	98,379	\$491,893	
12987.22	REHABILITATION OF TRANSIT REVENUE VEHICLE	2025	CAPITAL	\$340,000	\$0	\$0	\$0	68,000	\$340,000	
TOTAL:				\$1,211,893	\$0	\$0	\$0	242,379	\$1,211,893	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12151.22	OPERATING ASSISTANCE	2025	OPERATING	\$340,000	\$0	\$0	\$340,000	0	\$680,000	ADD PROJECT TO TIP/STIP
12627.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000	NO CHANGE
12717.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$491,893	\$0	\$0	\$0	98,379	\$491,893	NO CHANGE
12987.22	REHABILITATION OF TRANSIT REVENUE VEHICLE	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,211,893	\$0	\$0	\$340,000	174,379	\$1,551,893	

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2017 PROGRAM OF PROJECTS **Modification #:** 2025-0305

Request: REVISE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 15,309 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12704.17	PURCHASE OF SERVICE	2018	CAPITAL	\$279,646	\$60,634	\$0	\$9,278	0	\$349,558
12715.17	PURCHASE OF SERVICE - DUNCANVILLE	2025	CAPITAL	\$270,069	\$0	\$0	\$67,517	0	\$337,586
TOTAL:				\$549,715	\$60,634	\$0	\$76,795	0	\$687,144

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12704.17	PURCHASE OF SERVICE	2018	CAPITAL	\$279,646	\$60,634	\$0	\$9,278	0	\$349,558	NO CHANGE
12715.17	PURCHASE OF SERVICE - DUNCANVILLE	2025	CAPITAL	\$270,069	\$0	\$0	\$67,517	0	\$337,586	NO CHANGE
12717.17	MOBILITY MANAGEMENT	2025	CAPITAL	\$76,543	\$0	\$0	\$0	15,309	\$76,543	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$626,258	\$60,634	\$0	\$76,795	15,309	\$763,687	



PM2/PM3 Performance Measure Targets

PAVEMENT AND BRIDGE CONDITION (PM2)
SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM3)

CHRIS KLAUS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

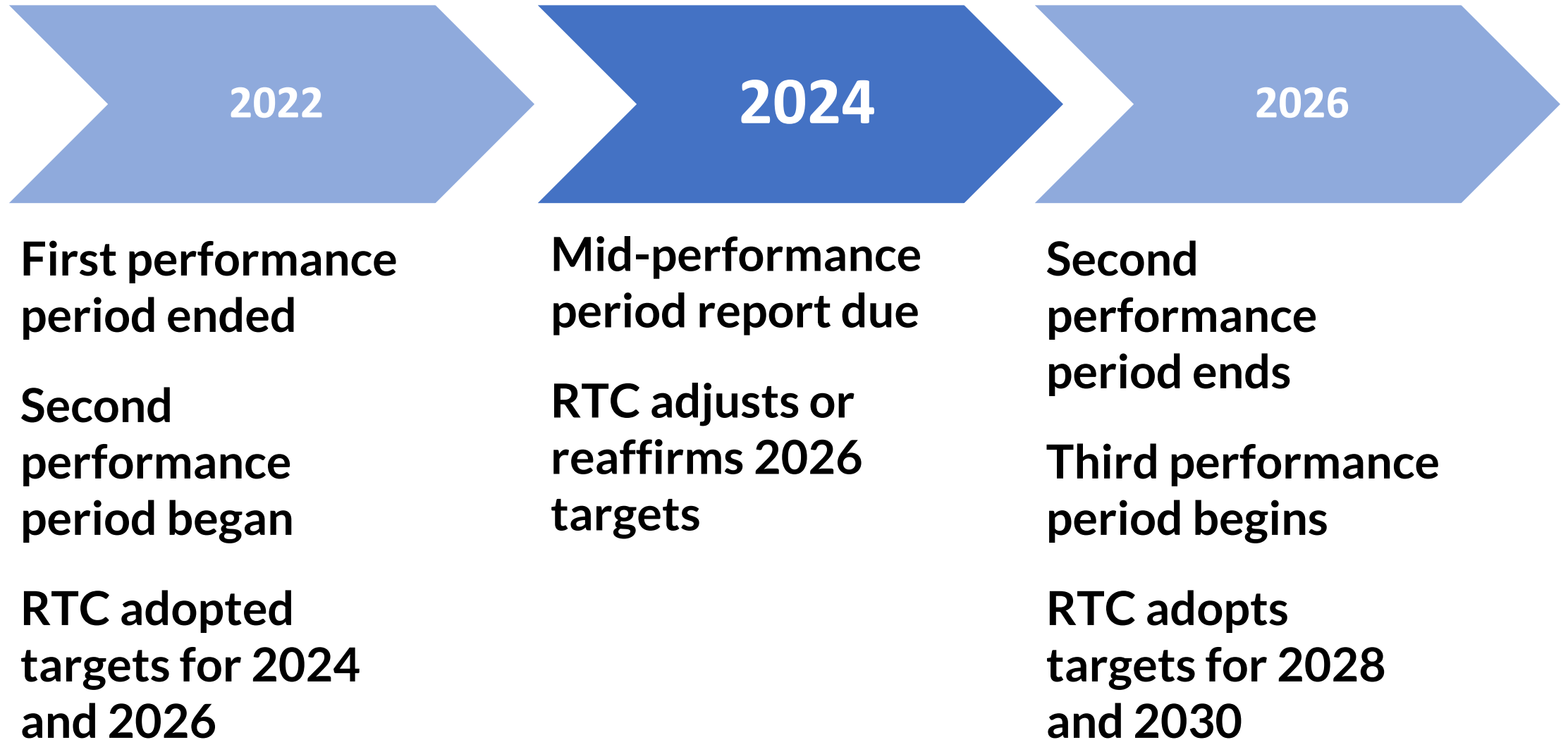
2.28.2025

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025	March 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025	March 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



PM2/PM3 Schedule



PM2 Measures and Targets (Statewide)

Asset	System	Condition	Desired Trend Indicating Improvement	2022 Observed	2024 Observed	2024 Target	2026 Target
Pavement	Interstate Pavements	Good	↗	64.5%	65.6%	63.9%	63.6%
		Poor	↘	0.1%	0.1%	0.2%	0.2%
	Non-Interstate NHS Pavements	Good	↗	51.7%	51.3%	45.5%	46.0%
		Poor	↘	1.3%	1.7%	1.5%	2.5% 1.5%
Bridge	All NHS Bridges	Good	↗	49.2%	48.9%	48.5%	47.6%
		Poor	↘	1.1%	0.9%	1.5%	1.5%

Action sought to reaffirm our support for TxDOT's 2026 targets



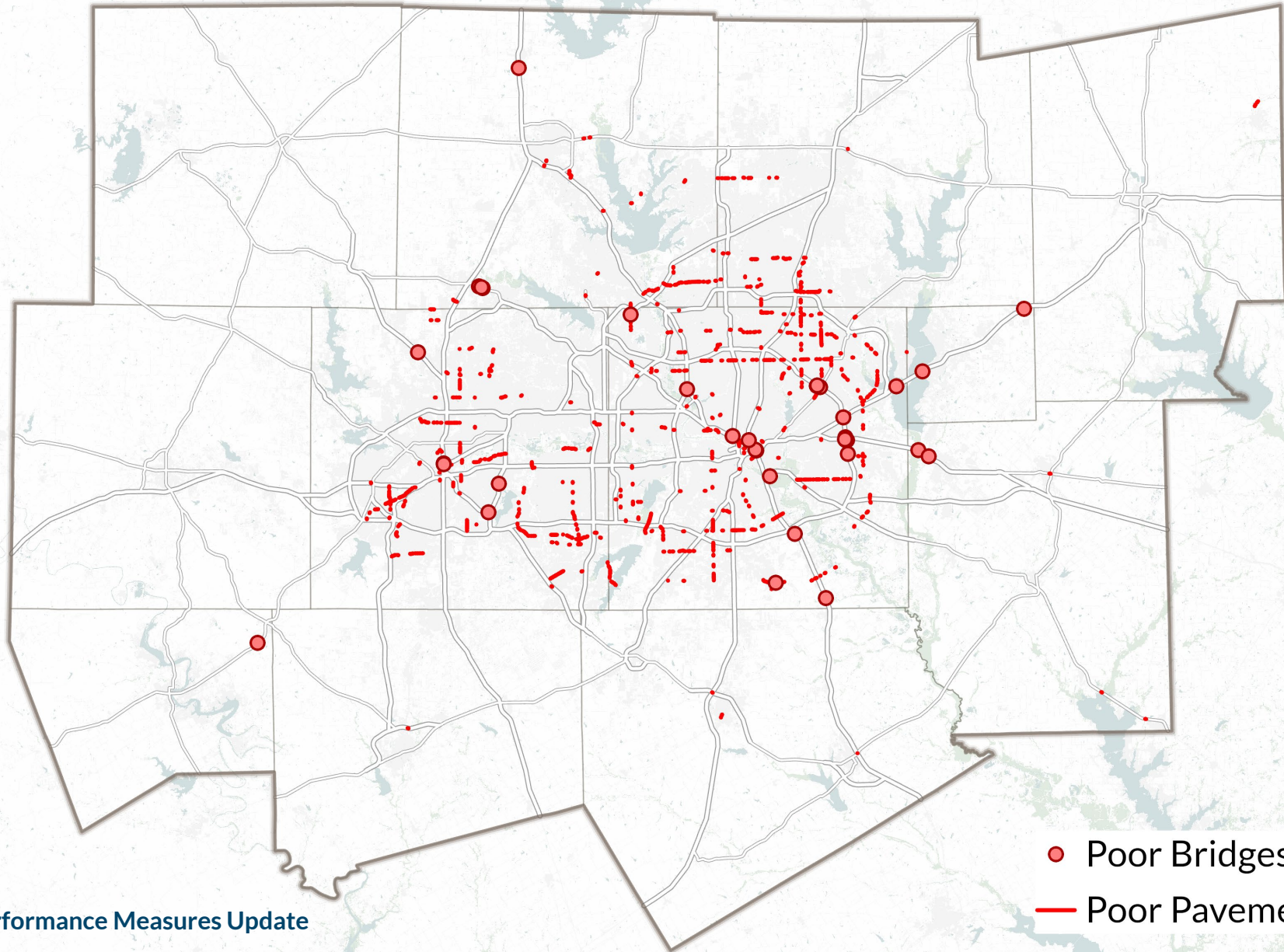
PM2 Measures (Region)

Classification	Good Condition		Fair Condition		Poor Condition	
	2022	2024	2022	2024	2022	2024
Pavement						
Interstate (On-System)	56.18%	54.26%	43.75%	45.71%	0.07%	0.02%
Non-Interstate Freeway (On-System)	47.75%	43.86%	51.97%	55.93%	0.28%	0.21%
NTTA Toll Roads (Off-System)*	99.70%	98.40%	0.30%	1.60%	0.00%	0.00%
Arterials (On-System)	31.96%	27.11%	67.54%	72.18%	0.50%	0.71%
Arterials (Off-System)	0.99%	0.77%	91.37%	84.87%	7.64%	14.36%
Bridge						
NHS (On-System)	52.2%	46.4%	45.6%	51.3%	2.2%	2.3%
NHS (Off-System)	51.8%	46.8%	48.2%	53.1%	0.0%	0.1%

* Values for toll roads are sourced from NTTA's Condition Rating System (CRS), which evaluates condition based on surface condition, IRI, rutting, faulting, & pavement type. All other values calculated from data provided by TxDOT using procedures detailed in 23 CFR 490. Reconciliation of methods used by NTTA and TxDOT/FHWA is under evaluation and does not impact target action.



Poor Pavement and Bridges (NHS)



- Poor Bridges
- Poor Pavement

Addressing PM2 Measures

Pavement

Ongoing maintenance and reconstruction has addressed much of the region's Poor pavement; however, the amount of pavement in Good condition slipped across the board

NHS Arterials in Poor Condition no longer as dire a concern due to changes in pavement measure reporting; however, these facilities still warrant attention

Action will likely include statement committing to continuing to work with local governments to improve off-system arterials

Many Poor pavements have funded (TIP) or recommended (Mobility 2045 Update) improvements

Bridges

Ongoing maintenance and bridge replacements have removed many "Poor" bridges from the list

However, 36 NHS bridges in NCTCOG Region in Poor Condition in 2024

Many are good candidates for Bridge Investment Program (BIP) or other grant programs

Many have funded (TIP) or recommended (Mobility 2045 Update) improvements



PM3 Measures and Targets - Part 2 (Region)

Measure	Desired Trend Indicating Improvement	Latest Observed (2023)	Current Adopted Targets	
			2024	2026
Interstate Reliability	↗	73.4%	80.9%	82.1%
Non-Interstate NHS Reliability	↗	79.3%	77.8%	79.5%
Truck Travel Time Reliability	↘	1.85	2.10	2.60

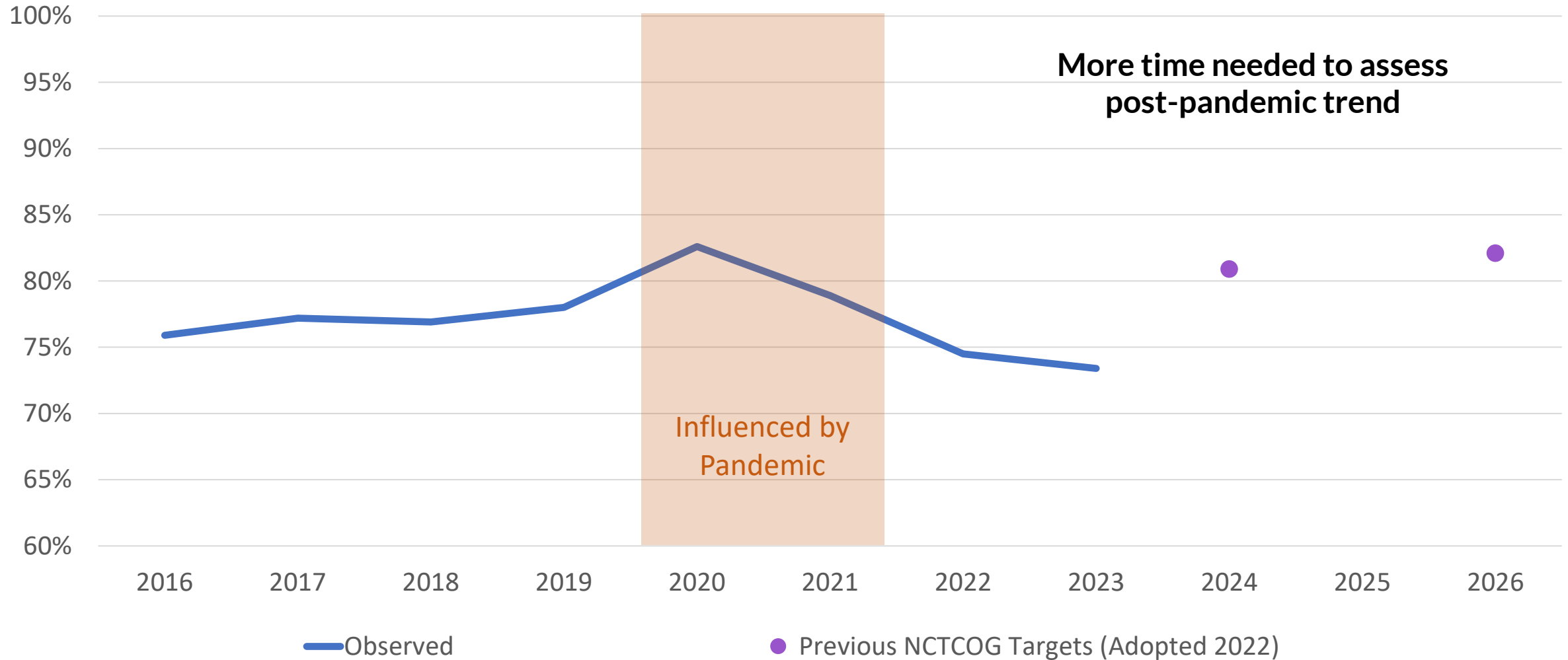
Action sought to reaffirm our previously adopted 2026 targets



Interstate Reliability



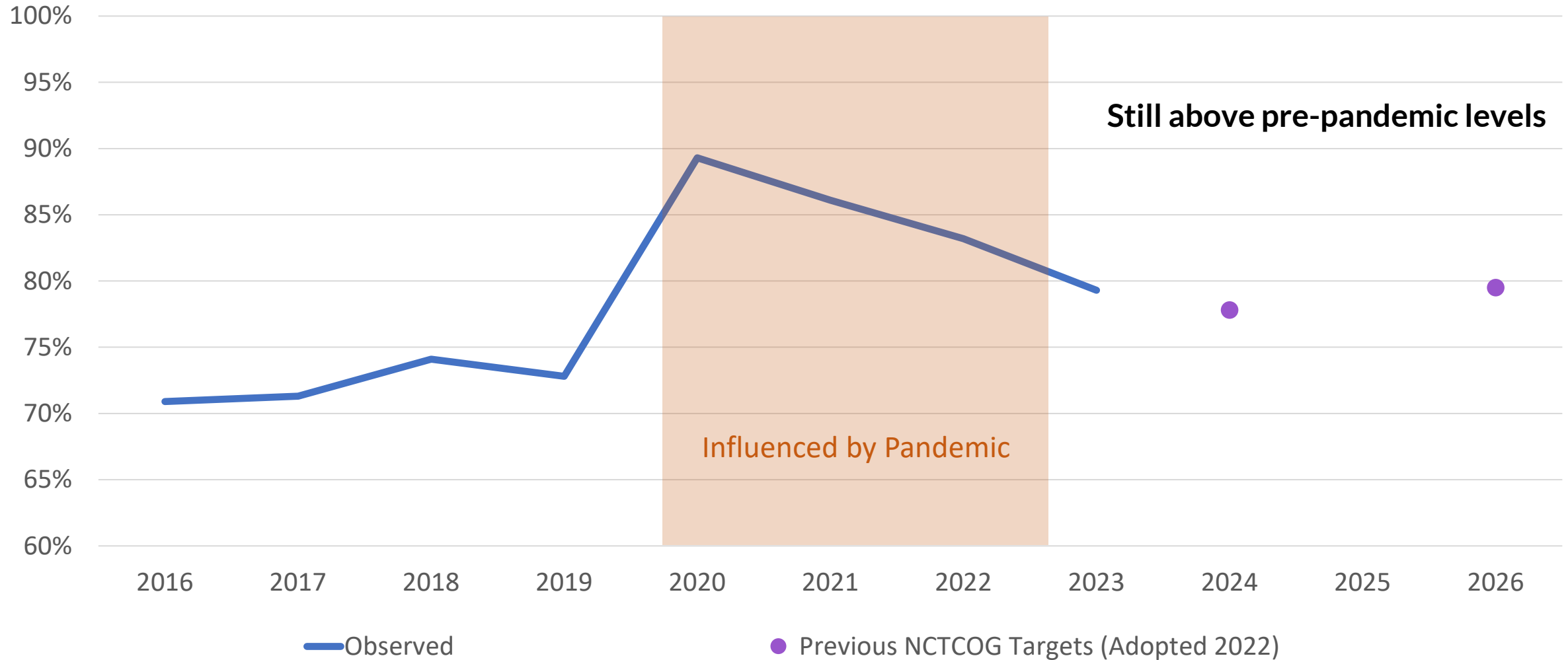
(Higher values indicate improvement)



Non-Interstate NHS Reliability



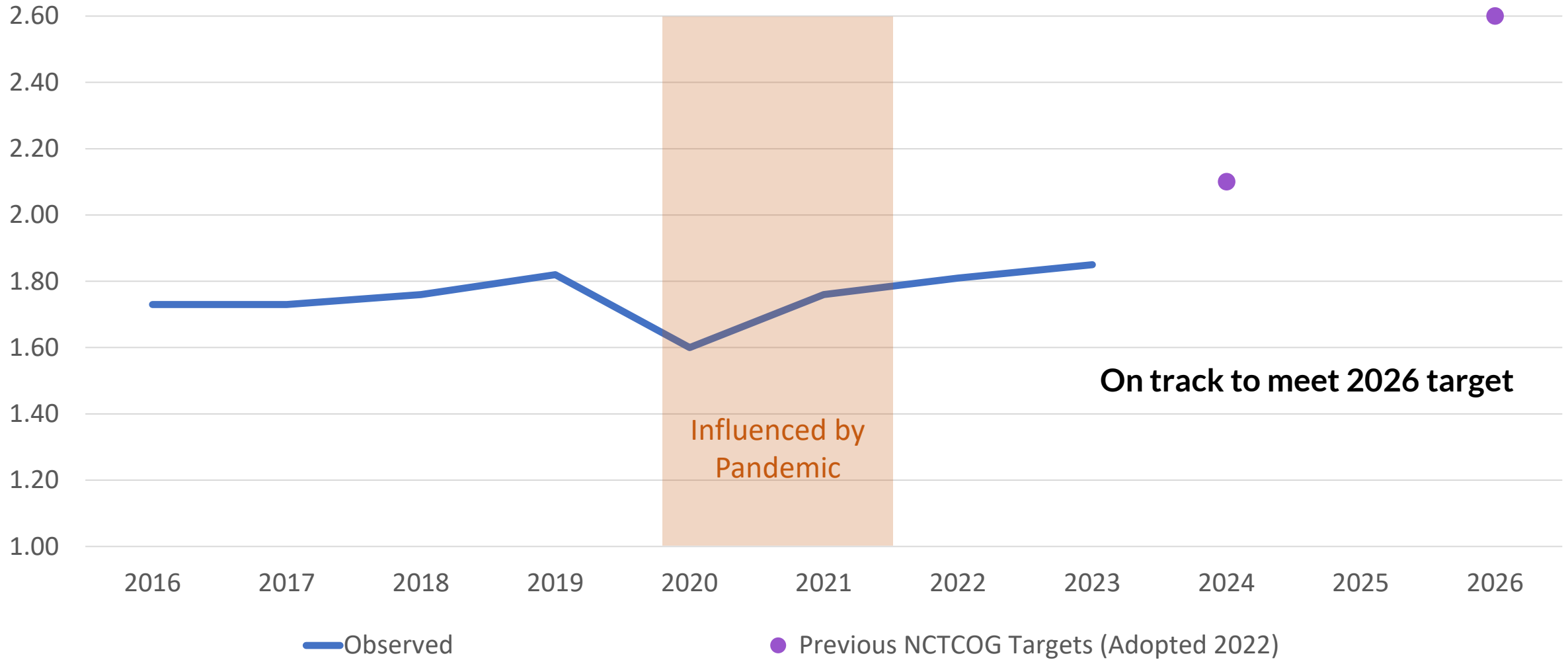
(Higher values indicate improvement)



Truck Travel Time Reliability



(Lower values indicate improvement)



Addressing PM3 Measures

Many measures still impacted by COVID-19 pandemic; post-pandemic “new normal” not yet evident

All PM3 measures stand to be improved by policy, program, and projects to be recommended by Mobility 2045 Update

RAISE, BUILD grant awards

PM3 measures and similar calculations using the same source data integrated into:

Transportation Improvement Program, Congestion Management Process, and 10-Year Plan

Truck Travel Time Reliability:

Recent Interstate construction projects, including IH 20 frontage roads and IH 30/SH 360 interchange

Mobility Assistance Patrol Program (MAPP)



Proposed Action

Recommend that RTC reaffirm support for TxDOT's 2026 targets for:

Interstate Pavements in Good Condition

Interstate Pavements in Poor Condition

Non-Interstate NHS Pavements in Good Condition

Non-Interstate NHS Pavements in Poor Condition

NHS Bridges in Good Condition

NHS Bridges in Poor Condition

Recommend that RTC reaffirm NCTCOG's previously adopted 2026 targets for:

Interstate Reliability

Non-Interstate NHS Reliability

Truck Travel Time Reliability



Contacts

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Jeffrey Neal
Senior Projects Manager
817-608-2345
jneal@nctcog.org

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

www.nctcog.org/pm/fed



**2025 Strategic Transportation Funding Program
Draft Funding Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding
Anna	Anna	Ferguson Parkway	From Elm Street to Collin County Outer Loop	Construct 0/2 to 4 lane urban divided roadway, including new sidewalks and 0 to 6 lane bridge over Slayter Creek	2026	E	\$0	\$1,684,000	\$0	\$0	\$0	\$0	\$421,000	\$0	-	\$2,105,000	Engineering funding for this project previously approved by the RTC in April 2019 as part of the Assessment Policy program; Action included a commitment to bring back a proposal for construction that would include a repayment component; Funding contingent upon agreement with City of Anna to repay half the construction funding to the RTC; Regional (Category 2) TDCs to be utilized in lieu of a local cash match in order to maximize funds to be repaid to the RTC; Engineering funding is in addition to \$2,877,216 previously approved by the RTC
					2026	R	\$0	\$4,312,000	\$0	\$0	\$0	\$0	\$1,078,000	\$0	-	\$5,390,000	
					2028	C	\$0	\$40,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	8,030,000	
							\$0	\$46,146,000	\$0	\$0	\$0	\$0	\$1,499,000	\$0	8,030,000	\$47,645,000	
Balch Springs	Balch Springs	Elam Road	From Peachtree Road to Pioneer Road	Reconstruct 4 to 4 lane divided roadway with bicycle lanes and sidewalks (feasibility study to identify safety improvements that can be made on this corridor)	2026	E	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Project will be focused on addressing safety issues (over 300 crashes in 5 years)
							\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
Dallas	Dallas	East Camp Wisdom Road	At University Hills Blvd	Construct intersection improvements (removal of free flow right turn lanes) and pedestrian improvements (pavement markings, median refuge islands)	2026	E	\$0	\$320,000	\$0	\$0	\$0	\$0	\$80,000	\$0	-	\$400,000	City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for the construction phase
					2028	C	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	300,000	
							\$0	\$1,820,000	\$0	\$0	\$0	\$0	\$80,000	\$0	300,000	\$1,900,000	
Dallas	DeSoto	Danieldale Road	From DeSoto/Duncanville City limits (East of Cockrell Hill Road) to Old Hickory Trail	Reconstruct and widen from 2 to 6 lanes	2026	E	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Need to finalize design and review funding needs for construction
							\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
Dallas	Dallas	Lasater Road	From IH 20 frontage road to southeast of Lawson at Lasater intersection	Construct intersection improvements, including a new traffic signal and removal of free flow right turn lanes to improve safety by school; Construct sidewalks and crosswalks; Reconstruct 2 lanes of 4 lanes	2026	E	\$0	\$0	\$0	\$1,060,000	\$0	\$0	\$265,000	\$0	-	\$1,325,000	Kleburg area; Private developer to cover half the traffic signal cost; Dallas County RTR (Account 121-DA2) funds proposed
					2027	R	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	-	\$100,000	
					2028	C	\$0	\$0	\$0	\$6,800,000	\$0	\$0	\$1,700,000	\$0	-	\$8,500,000	
							\$0	\$0	\$0	\$7,940,000	\$0	\$0	\$1,985,000	\$0	-	\$9,925,000	
Dallas	Dallas	SS 366	SS 366 Frontage Roads from West of Akard Street to Saint Paul Street	Construct traffic signals and add fiber optic network for ITS improvements	2026	C	\$750,000	\$4,450,000	\$0	\$0	\$0	\$0	\$1,300,000	\$0	-	\$6,500,000	Work is needed as part of the expansion of Klyde Warren Park (TIP 14070) that has been funded by the RTC and received a Reconnecting Communities and Neighborhoods grant from US DOT; Funding may be added to that project vs. creating a new project for this scope
							\$750,000	\$4,450,000	\$0	\$0	\$0	\$0	\$1,300,000	\$0	-	\$6,500,000	
Dallas	Dallas	SH 289/Preston Road	From IH 635 to Frankford Road	Construct traffic signal control system improvements	2027	C	\$4,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	
							\$4,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	

1: Year may shift due to financial constraints/project readiness
2: TDCs are not cash and are not calculated in totals
3: Holding back East allocation for upcoming partnerships

**2025 Strategic Transportation Funding Program
Draft Funding Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding
Dallas	Dallas	SL 12	From South of John West to Tillman Street	Construct traffic signals and construct pedestrian improvements at 5 locations	2025	E	\$0	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	-	\$225,000	State funds for construction are Category 11 Safety funds and State match; CMAQ-eligible on-system improvements are being funded with STBG to expedite project delivery
					2025	C	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	-	
							\$0	\$2,000,000	\$0	\$0	\$0	\$3,225,000	\$0	\$0	-	\$5,225,000	
Dallas	Dallas	SL 12	From Forsythe Drive to Mystic Trail	Construct traffic signals and construct pedestrian improvements at 6 locations	2025	E	\$0	\$0	\$0	\$0	\$0	\$270,000	\$0	\$0	-	\$270,000	State funds for construction are Category 11 Safety funds and State match; CMAQ-eligible on-system improvements are being funded with STBG to expedite project delivery
					2025	C	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$0	-	
							\$0	\$2,400,000	\$0	\$0	\$0	\$3,870,000	\$0	\$0	-	\$6,270,000	
Dallas	Dallas	SL 12	From North of Maddox Road to Hillburn Drive	Construct traffic signals and construct pedestrian improvements at 4 locations	2025	E	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	-	\$180,000	State funds for construction are Category 11 Safety funds and State match; CMAQ-eligible on-system improvements are being funded with STBG to expedite project delivery
					2025	C	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$0	-	
							\$0	\$1,600,000	\$0	\$0	\$0	\$2,580,000	\$0	\$0	-	\$4,180,000	
DART	Dallas	IH 35E	At Trinity Railway Express	Construct raised, double tracked TRE bridge over IH 35E to accommodate future IH 35E project	2026	T (ENG)	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	800,000	\$4,000,000	Funding is for engineering; Regional (Category 2) Transportation Development Credits to be utilized in lieu of a local cash match; Project will raise the bridge to facilitate the future reconstruction of IH 35E (on-system CMAQ improvement)
							\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	800,000	\$4,000,000	
Denton County	Various	Denton County Maintenance Pilot Program	Various roadways in Denton County	Perform maintenance/rehabilitation on off-system roadways to address safety issues, including pavement edge drop-offs, potholes, and cracking/rutting	2026	C	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	-	\$1,500,000	No match required; Specific projects will be identified and implemented by Denton County
							\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	-	\$1,500,000	
Denton	Denton	Western Boulevard	From US 380 to Jim Christal	Reconstruct and widen from 3 lane to 4 lane divided including shared use paths	2026	E	\$0	\$400,000	\$0	\$0	\$0	\$0	\$100,000	\$0	-	\$500,000	
					2028	C	\$0	\$4,368,000	\$0	\$0	\$0	\$0	\$1,092,000	\$0	-	\$5,460,000	
							\$0	\$4,768,000	\$0	\$0	\$0	\$0	\$1,192,000	\$0	-	\$5,960,000	
Frisco	Frisco	Legacy Drive	From Main Street to Panther Creek Parkway	Reconstruct and widen from 4 to 6 lanes	2025	E	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	-	\$1,800,000	Local funding for engineering to be contributed by the City of Frisco
					2026	R	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	-	\$200,000	
					2027	C	\$0	\$13,600,000	\$0	\$0	\$0	\$0	\$3,400,000	\$0	-	\$17,000,000	
							\$0	\$13,760,000	\$0	\$0	\$0	\$5,240,000	\$0	-	\$19,000,000		
Lewisville	Lewisville	Mill Street	From Purnell Street to Harvard Street	Reconstruct 4 lane undivided to 3 lane undivided roadway with parallel and angled parking, sidewalks, bicycle lanes, bump outs	2026	E	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	700,000	\$3,500,000	City of Lewisville MTP Policy Bundle TDCs to be utilized in lieu of local cash match for a portion of the project
					2027	R	\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	130,000	\$650,000	
					2029	C	\$0	\$14,998,000	\$0	\$0	\$0	\$0	\$3,537,000	\$0	170,000	\$18,535,000	
							\$0	\$19,148,000	\$0	\$0	\$0	\$0	\$3,537,000	\$0	1,000,000	\$22,685,000	
McKinney	McKinney	Laud Howell Parkway	From FM 1461 to US 75	Construct 0 to 4 lane roadway, with 6 lane bridge over Honey Creek	2027	C	\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$18,500,000	\$10,000,000	-	\$43,500,000	Local funding to be contributed by the City of McKinney; Additional funding to be contributed by private sector developer
							\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$18,500,000	\$10,000,000	-	\$43,500,000	

1: Year may shift due to financial constraints/project readiness
2: TDCs are not cash and are not calculated in totals
3: Holding back East allocation for upcoming partnerships

**2025 Strategic Transportation Funding Program
Draft Funding Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding										Comments
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²	Total Proposed Funding	
Richardson	Richardson	Renner Road	From Greenside Drive to Orchard Ridge Lane	Construct pedestrian signals, sidewalks, and crosswalks	2028	C	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$250,000	\$0	-	\$1,250,000	
							\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$250,000	\$0	-	\$1,250,000	
Richardson	Richardson	Synergy Park Boulevard	From Waterview Parkway to Floyd Road	Construct pedestrian improvements, including bicycle lanes, sidewalks, crosswalks, lighting, and landscaping; Construct bus stop improvements; Construct roundabout at Floyd Road	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$710,000	\$0	-	\$710,000	Local funding for engineering to be provided by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of a portion of the local cash match
					2028	C	\$0	\$7,101,500	\$0	\$0	\$0	\$0	\$798,500	\$0	781,500	\$7,900,000	
							\$0	\$7,101,500	\$0	\$0	\$0	\$0	\$1,508,500	\$0	781,500	\$8,610,000	
Wylie	Wylie	Kreymer Lane	From SH 78 to Crescent Oak	Reconstruct and widen 2 lane undivided to 4 lane divided roadway with pedestrian improvements, including sidewalks, crosswalks, and pedestrian signals; Realign intersection of Kreymer and Stone Road; Construct new traffic signals at Stone and Brown	2026	E	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Will provide needed safety improvements in proximity to three schools that are being constructed
					2027	R	\$0	\$800,000	\$0	\$0	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
					2029	C	\$3,200,000	\$12,800,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	-	\$20,000,000	
							\$3,200,000	\$15,200,000	\$0	\$0	\$0	\$0	\$4,600,000	\$0	-	\$23,000,000	
Colleyville	Various	Cheek Sparger Road	From Bedford Road to Heritage Avenue	Reconstruct 2 lane undivided to 2 lane undivided urban roadway with intersection improvements to improve safety, and sidewalks/shared use path	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	-	\$3,000,000	Local funding for engineering and utilities being contributed by the City of Colleyville; Local funding for construction being contributed by City of Colleyville, City of Bedford, Trinity River Authority, and Tarrant County; \$2,500,000 in Congressional Earmark
					2027	U	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	-	\$2,000,000	
					2028	C	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$23,100,000	\$2,500,000	-	\$35,600,000	
							\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$28,100,000	\$2,500,000	-	\$40,600,000	
Fort Worth	Fort Worth	Meacham Blvd	From Blue Mound Road to IH 35W	Reconstruct and widen 3/4 lane undivided to 4 lane divided roadway; Construct intersection improvements at Blue Mound Road; Reconstruct traffic signal at Mark IV Pkwy; Construct shared use path and sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$6,300,000	\$0	-	\$6,300,000	City of Fort Worth to pay for engineering with 100% local funds
					2026	R	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$300,000	\$0	-	\$1,500,000	
					2027	C	\$0	\$27,360,000	\$0	\$0	\$0	\$1,000,000	\$5,840,000	\$0	-	\$34,200,000	
							\$0	\$28,560,000	\$0	\$0	\$0	\$1,000,000	\$12,440,000	\$0	-	\$42,000,000	
Fort Worth	Fort Worth	West Freeway Trail	From Dale Lane to Alta Mere Drive (SH 183)	Construct shared-use path	2026	E	\$400,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	-	\$500,000	
					2028	C	\$2,320,000	\$0	\$0	\$0	\$0	\$0	\$580,000	\$0	-	\$2,900,000	
							\$2,720,000	\$0	\$0	\$0	\$0	\$0	\$680,000	\$0	-	\$3,400,000	
Fort Worth	Fort Worth	Panther Island Bridges	Bounded by NE 5th Street on the North, Calhoun Street on the east, Throckmorton on the west, and West Fork Trinity River on the south	Construct vehicular and pedestrian bridges	2027	C	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Tarrant County RTR Account 161-TC1 funds proposed
							\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
Johnson County	Various	Johnson County Maintenance Pilot Program	Various roadways in Johnson County	Perform maintenance/rehabilitation on off-system roadways to address safety issues, including pavement edge drop-offs, potholes, and cracking/rutting	2026	C	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	-	\$1,500,000	No match required; Specific projects will be identified and implemented by Johnson County
							\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	-	\$1,500,000	

1: Year may shift due to financial constraints/project readiness
2: TDCs are not cash and are not calculated in totals
3: Holding back East allocation for upcoming partnerships

**2025 Strategic Transportation Funding Program
Draft Funding Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding
Mansfield	Mansfield	South Matlock Road	From Heritage Parkway to River Birch Drive	Construct 0 to 4 lane roadway with grade separation over UP RR	2026	E	\$0	\$1,820,000	\$0	\$0	\$0	\$0	\$455,000	\$0	-	\$2,275,000	RTC contribution capped at \$20,000,000 and City of Mansfield would be responsible for any cost overruns
					2028	R	\$0	\$400,000	\$0	\$0	\$0	\$0	\$100,000	\$0	-	\$500,000	
					2030	C	\$0	\$17,780,000	\$0	\$0	\$0	\$0	\$4,445,000	\$0	-	\$22,225,000	
							\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000,000	
North Richland Hills	North Richland Hills	Smithfield Road	From Mid Cities Blvd to TEXRail Line	Construct pedestrian and streetscape improvements, including new and widened sidewalks, trees, and lighting	2026	C	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	City of North Richland Hills MTP Policy Bundle TDCs to be utilized in lieu of local cash match; Transit oriented development improvements in proximity to the TEXRail Smithfield Station
							\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
TxDOT Fort Worth	Fort Worth	IH 30 Frontage Road	At Future UTA West Campus	Construct deceleration lane into future UTA West campus	2027	C	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	-	\$500,000	
							\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	-	\$500,000	
TxDOT Fort Worth	Various	FM 917	From Thomas Street to Egan RR	Reconstruct and widen 2 to 4 lane roadway with intersection improvements (turn lanes) and other safety improvements	2026	E	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$0	-	\$6,500,000	Part of a proposed local bond program partnership between the RTC and Johnson County; Local funding for engineering to be contributed by Johnson County; Specific improvements and limits will be determined via coordination between TxDOT, NCTCOG, and the County
					2028	C	\$4,000,000	\$16,000,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	-	\$25,000,000	
							\$4,000,000	\$16,000,000	\$0	\$0	\$0	\$5,000,000	\$6,500,000	\$0	-	\$31,500,000	
DART	Various	TRE Improvements		Improvements to TRE vehicles, including locomotive paint and repair, cab car/coach lease and overhauls, upgrades to internal speaker system for announcements, vinyl seat installation, and a one-year lease for two positive train control-equipped locomotives	2026	T	\$0	\$7,200,000	\$0	\$0	\$0	\$0	\$0	\$0	1,440,000	\$7,200,000	2026 FIFA World Cup Partnership; Regional (Category 2) TDCs to be utilized in lieu of a local cash match; Existing RTC commitment of \$30M toward TRE vehicle replacement may be used for this request (discussions still ongoing with transit agencies)
							\$0	\$7,200,000	\$0	\$0	\$0	\$0	\$0	\$0	1,440,000	\$7,200,000	
NCTCOG	Various	Bus Bridge		Operate buses from rail stations to event locations within Arlington Entertainment District if rail service is overloaded on event days (east-west movement)	2026	I	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	-	\$5,000,000	2026 FIFA World Cup Partnership
							\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	-	\$5,000,000	
NCTCOG	Various	Transit Passes		Provision of transit passes	2026	I	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	-	\$3,000,000	2026 FIFA World Cup Partnership; Specific groups to receive passes are still being determined (possible groups include media, volunteers, and ticketed spectators)
							\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	-	\$3,000,000	
NCTCOG	Various	Bus Shuttles	From TRE Centreport Station to Lot H	Operate buses from TRE Centreport Station to Lot H via charter buses (north-south movement)	2026	I	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$0	\$0	-	\$3,600,000	2026 FIFA World Cup Partnership; Funding is a loan and would be repaid by the Dallas Sports Commission
							\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$0	\$0	-	\$3,600,000	
Arlington	Arlington	Sidewalk Improvements at Various Locations	Various locations within Arlington Entertainment District	Construct new sidewalks	2026	C	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	-	\$1,000,000	2026 FIFA World Cup Partnership; City of Arlington to cover these costs with local funding in exchange for additional federal funding on the Randol Mill widening project
							\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	-	\$1,000,000	

1: Year may shift due to financial constraints/project readiness
2: TDCs are not cash and are not calculated in totals
3: Holding back East allocation for upcoming partnerships

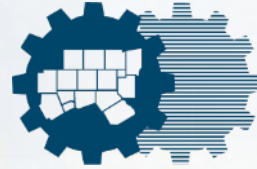
**2025 Strategic Transportation Funding Program
Draft Funding Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding								Total Proposed Funding	Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other			Transportation Development Credits (TDC) ²
NCTCOG	Various	"Kick Your Commute" Marketing Campaign	Regionwide	Regionwide marketing to encourage telecommuting during the World Cup events to reduce congestion on the transportation system	2026	I	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	-	\$350,000	2026 FIFA World Cup Partnership; RTC Local funds to be repaid with public sector proceeds from World Cup
							\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	-	\$350,000	
Arlington	Arlington	Parking Lot H Improvements		Construct improvements to Texas Rangers Parking Lot H to prepare for bus pickup and drop-off	2026	C	\$0	\$0	\$0	\$0	\$3,800,000	\$0	\$0	\$0	-	\$3,800,000	2026 FIFA World Cup Partnership; RTC Local funds to be repaid with public sector proceeds from World Cup
							\$0	\$0	\$0	\$0	\$3,800,000	\$0	\$0	\$0	-	\$3,800,000	
Arlington	Arlington	Randol Mill Road	From Cooper Street to Cedarland Plaza Drive	Cooper Street to Collins Street: Reconstruct and widen from 4 to 6 lanes including sidewalks, streetlights, and landscaping; Collins Street to Cedarland Plaza Dr: Construct drainage improvements	2027	C	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$250,000	\$0	-	\$1,250,000	2026 FIFA World Cup Partnership; Additional funding to be added to TIP 14022/CSJ 0902-90-325 to provide dollars for a funding exchange with the City of Arlington; Arlington will contribute \$1,000,000 in local funds for additional sidewalk improvements needed in advance of the World Cup
							\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$250,000	\$0	-	\$1,250,000	
							\$18,670,000	\$222,753,500	\$0	\$9,540,000	\$18,750,000	\$16,775,000	\$94,861,500	\$12,500,000	12,751,500	\$393,850,000	

FY	CMAQ	STBG ³	CRP ³	RTR	RTC Local
2025	\$0	\$6,000,000	\$0	\$0	\$0
2026	\$5,150,000	\$31,846,000	\$0	\$1,060,000	\$18,750,000
2027	\$4,000,000	\$58,810,000	\$0	\$1,680,000	\$0
2028	\$6,320,000	\$80,519,500	\$0	\$6,800,000	\$0
2029	\$3,200,000	\$27,798,000	\$0	\$0	\$0
2030	\$0	\$17,780,000	\$0	\$0	\$0
Total	\$18,670,000	\$222,753,500	\$0	\$9,540,000	\$18,750,000
Grand Total	\$269,713,500				

	West	East	West %	East %
CMAQ	\$6,720,000	\$11,950,000	35.99%	64.01%
STBG ³	\$85,160,000	\$137,593,500	38.23%	61.77%
CRP ³	\$0	\$0	0.00%	0.00%
RTR	\$1,600,000	\$7,940,000	16.77%	83.23%
RTC Local	\$8,900,000	\$9,850,000	47.47%	52.53%
Overall	\$102,380,000	\$167,333,500	37.96%	62.04%
Grand Total	\$269,713,500			

1: Year may shift due to financial constraints/project readiness
2: TDCs are not cash and are not calculated in totals
3: Holding back East allocation for upcoming partnerships



NCTCOG PRESENTATION

2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Surface Transportation Technical Committee |

February 28, 2025

BACKGROUND

- Over the past year, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated for funding consideration.
- The proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight several of the major projects and partnerships that are being proposed.



STATE LOOP 12 SAFETY IMPROVEMENTS

- State Loop 12 in southeast Dallas has a significant number of crashes and fatalities.
- Project will construct traffic signals and pedestrian improvements to improve safety along the corridor by slowing vehicular traffic and providing safer crossings for pedestrians.
- Proposed Funding:
 - \$7,500,000 of Surface Transportation Block Grant (STBG)*
 - \$7,500,000 of Category 11 Safety funding from TxDOT Dallas District

*Proposing STBG for CMAQ-eligible improvements to expedite project delivery



MAINTENANCE PILOT PROGRAM FOR SAFETY

- Multiple funding requests for maintenance/rehabilitation projects have been received from small, rural communities in the region
- Instead of funding these specific projects, staff proposes to create a pilot program in Denton County and Johnson County to address these issues.
- Program would address safety needs with maintenance/rehabilitation improvements (e.g., pavement edge drop-offs, potholes, severe cracking/rutting)
- Counties would select the locations and improvements
 - Should be off-system
 - Intent is to address areas that are unincorporated and/or small cities that do not have adequate funding to perform maintenance that is creating safety issues
 - Locations should have documented safety concerns
- Proposed Funding:
 - \$3,000,000 of RTC Local funds (\$1,500,000 for Denton Co. & \$1,500,000 for Johnson Co.)
 - No match required



JOHNSON COUNTY BOND PROGRAM PARTNERSHIP

- Johnson County voters recently approved the first ever bond program (\$60 million) in their county, and the County is seeking to partner with the RTC to leverage funding.
- First segment of FM 917 is proposed (intersection and safety improvements)
- Proposed Funding:
 - \$16,000,000 of STBG and \$4,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds
 - TxDOT State match
 - County has committed design funds to this facility



FUNDING FOR FIFA WORLD CUP TRANSPORTATION NEEDS

- Additional transportation needs have been identified through coordination with stakeholders to prepare for our region to host FIFA World Cup
- Proposed improvements:
 - Improvements to Trinity Railway Express (TRE) vehicles
 - “Bus bridge” from rail stations to the Arlington Entertainment District (east-west movement)
 - Transit passes
 - Operate buses from the TRE Centreport Station to Parking Lot H
 - “Kick Your Commute” Marketing Campaign
 - New sidewalks and improvements to Parking Lot H (location for transit/rideshare drop-off)
- Proposed Funding:
 - \$7,200,000 STBG for the TRE improvements, which may come from existing \$30M for TRE vehicles
 - \$1,000,000 of City of Arlington funds for sidewalk improvements (a like amount of federal funds will be added to the Randol Mill widening project in Arlington to complete an exchange with Arlington)
 - \$15,750,000 of RTC Local funding for the remaining improvements with repayment expected on some expenses



SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

Funding Category	Proposed Funding	Funding Distribution (West)	Funding Distribution (East)
CMAQ	\$18.67	36%	64%
STBG ¹	\$222.75	38%	62%
RTR	\$9.54	17%	83%
RTC Local	\$18.75	47%	53%
Non-RTC ²	\$124.14	-	-
TDCs ³	12.75	-	-
Total	\$393.85	38%	62%

1: Holding back Eastern allocation for upcoming partnerships

2: Includes State, local, and private funding

3: Transportation Development Credits are not cash and do not count in total funding



SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the approval of the 2024 Strategic Transportation Funding Program (STFP), funding has been awarded through TIP actions or other initiatives.
- Many RTC-approved projects have cost overruns being considered for additional funding as well.
- Additional funding partnerships will be brought back later that will propose additional CMAQ, STBG, and CRP funding to balance out West/East splits.

Funding Initiative	CMAQ & CRP		STBG	
	West	East	West	East
Approved Funding Since 2024 STFP	\$23.51	\$7.53	\$35.27	\$109.39
2025 STFP (Proposal)	\$6.72	\$11.95	\$85.16	\$137.59
Pending Cost Overrun Requests	\$6.50	\$5.50	\$0.0	\$35.45
Total Funding	\$36.73	\$24.98	\$120.43	\$282.43
Funding Distribution By Category	59.5%	40.5%	29.9%	70.1%
Funding Distribution	West – 33.8%		East – 66.2%	



TIMELINE

Meeting/Task	Date
Project requests collected	March 2024-November 2024
Evaluate projects	December 2024-February 2025
Public Involvement	February 2025
STTC Action	February 28, 2025
RTC Action	March 13, 2025



REQUESTED ACTION – 2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

- Recommend RTC approval of:
 - Proposed 2025 Strategic Transportation Funding Program project listings
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

STTC Action Item – February 28, 2025



CONTACT US



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager

bdell@nctcog.org | 817-704-5694



Cody Derrick, Senior Transportation Planner

cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II

dniles@nctcog.org | 682-433-0512





North Central Texas Council
of Governments

Regional Transit Partnerships and Federal Discretionary Grant Funding

Savannah Briscoe

Surface Transportation Technical Committee

February 28, 2025

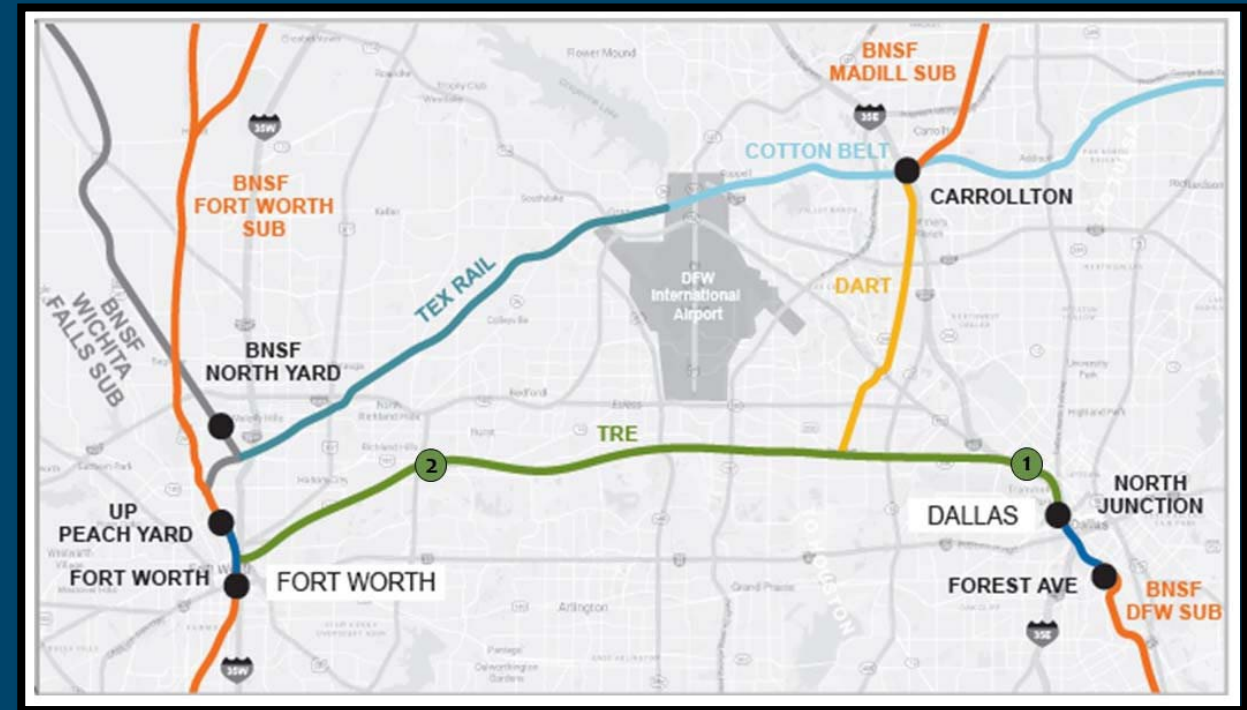
NT MOVES –FY2020 BUILD Grant Projects

Project Overview:

- Collaborative effort between NCTCOG, DART, Trinity Metrp, and TRE to increase regional freight and passenger mobility. Partially funded by a BUILD grant.
- Projects are anticipated to begin construction in summer 2025.

Projects:

- Component 1 - Double Track Medical Market Center to Stemmons Freeway
- Component 2 - Double Track Handley Ederville Road to Precinct Line Road
- Component 3 - Clear Path Technology



Courtesy of NCTCOG



Component 1 - Dallas Area Rapid Transit

Project Overview:

Double Track Medical Market Center to Stemmons Freeway

Project Details:

- Bridge repair projects on Noble Branch, Knights Branch, and Inwood Road
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original Paper Grant Agreement (PGA)



Courtesy of NCTCOG



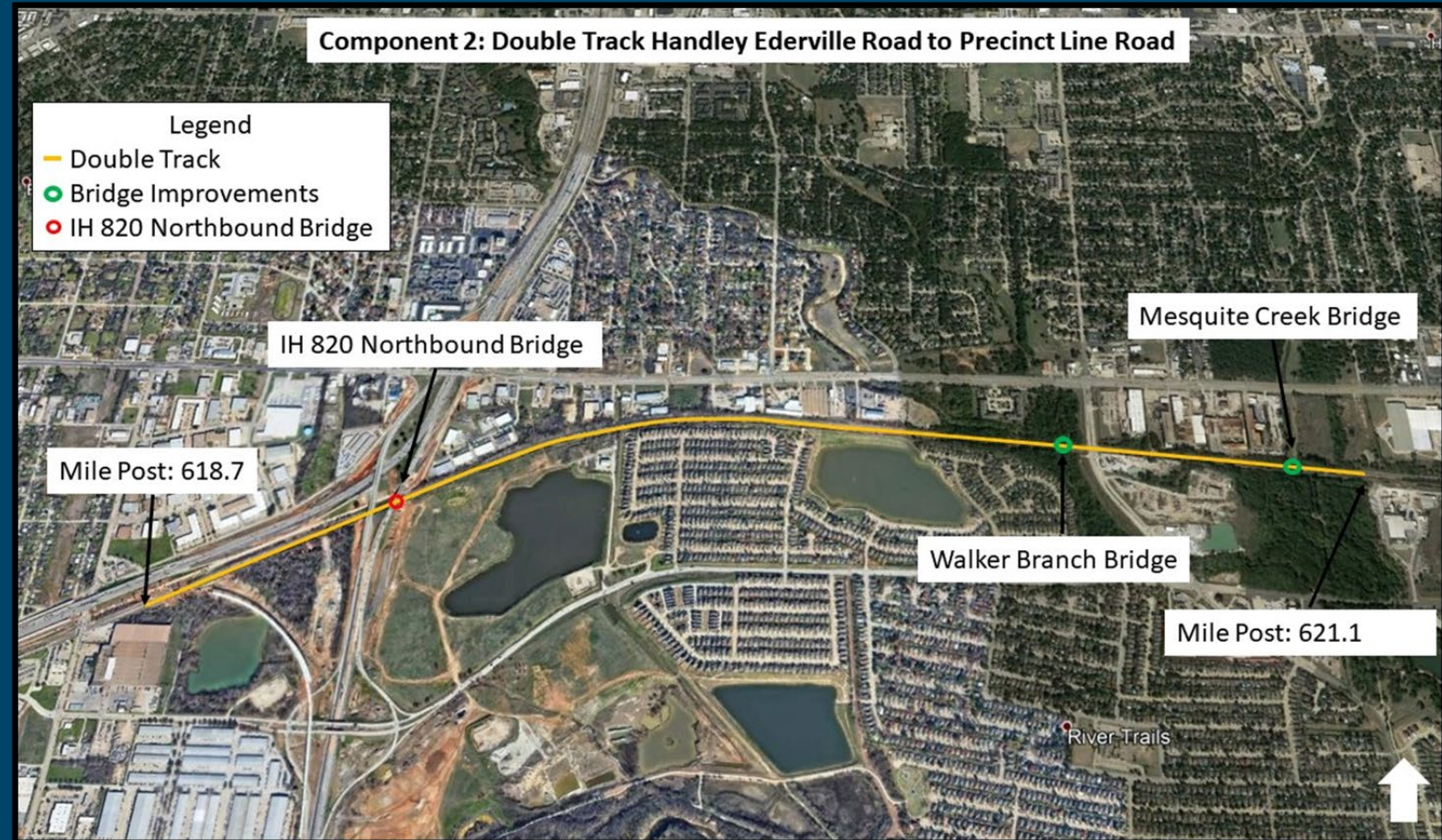
Component 2 - Trinity Metro

Project Overview:

Double Track Handley Ederville Road to Precinct Line Road

Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge.
- Working with TxDOT on IH 820 bridge replacement
- Double track design is at 90%
- Project scope has not changed and will continue as stated in the original PGA



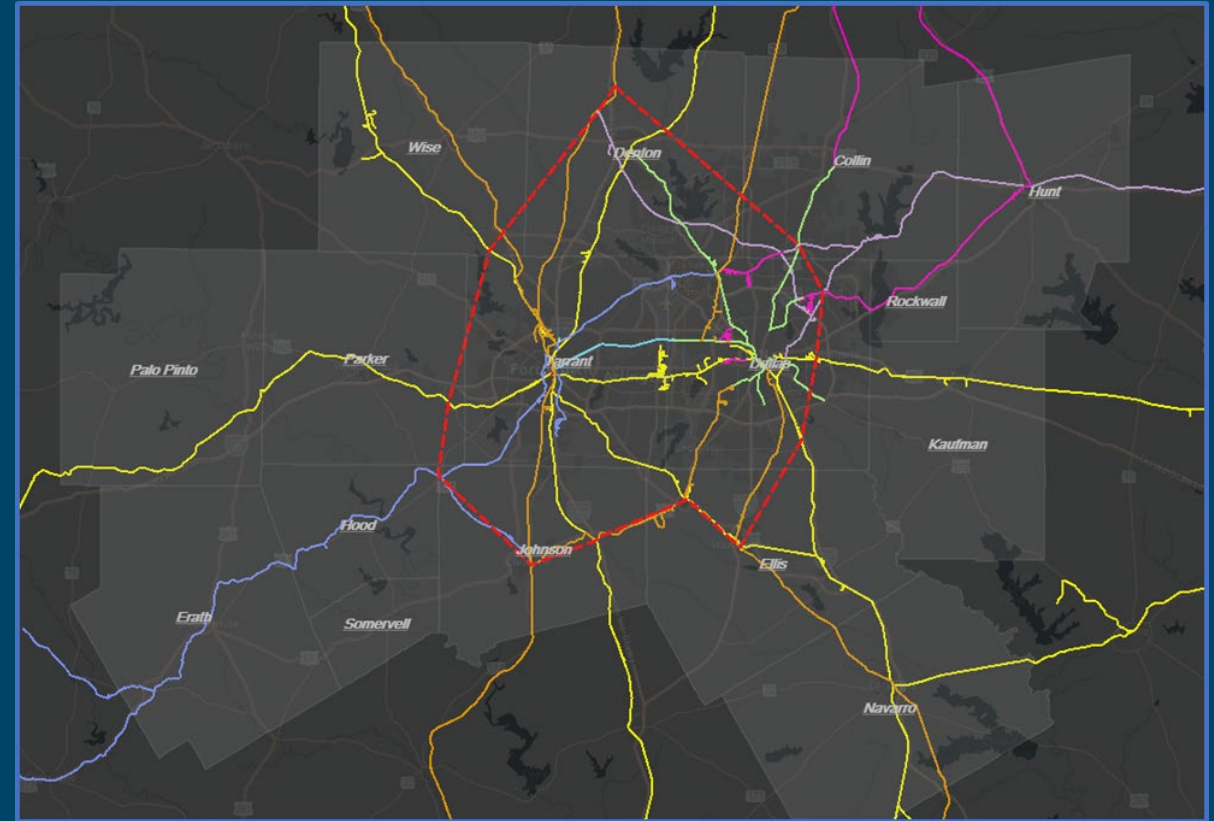
Courtesy of NCTCOG



Component 3 - Clear Path Technology

Project Overview

- Technology-based innovative response to maximizing efficiency on shared-use freight and passenger rail networks
- Will enable all rail agencies to exchange timely, accurate, and actionable information on train movements in the region
- In use in the Greater Chicago Area
- Working with Railinc, freight and transit partners to develop this technology
- NCTCOG and Railinc are currently working on a data sharing agreement with transit agencies.



Courtesy of Railinc



BUILD Grant Budget Update

- Cost overruns have been identified due to inflation and future proofing the corridor (accommodating future reconstruction of IH 35E/Stemmons).
- Current funding gaps:
 - Component 1: \$42,300,000
 - Component 2: \$8,700,000
 - Component 3 remains fully funded
- TRE bridge over IH 35E must be raised to meet the TxDOT clearance requirements (\$17 million of increased cost is attributed to this item)
- NCTCOG and partner agencies have coordinated to ensure the federal/non-federal funding split within the Paper Grant Agreement does not change
- NCTCOG is coordinating with FTA/USDOT to amend the Paper Grant Agreement
- Proposed funding:
 - DART: \$22.7 Million in Local Funding
 - Trinity Metro: \$6.6 Million in Local Funding
 - RTC (for costs associated with raising bridge over IH 35E): \$17 Million in Carbon Reduction Program Funding
 - RTC (for overruns on the BUILD grant project): \$21.7 Million in Surface Transportation Block Grant Funding



BUILD Grant Funding Sources

Paper Grant Agreement (PGA) and Current Cost

Funding Source	PGA Funding	PGA Funding Share	Current Cost	Planned Funding Share
BUILD Grant Funds	\$25,000,000	35%	\$25,000,000	20%
Other Federal Funds	\$9,100,000 ¹	12%	\$30,797,828 ²	25%
Local Funds	\$33,400,000	46%	\$62,702,172 ³	51%
Other Funds ⁴	\$5,000,000	7%	\$5,000,000	4%
Project Total	\$72,500,000	100%	\$123,500,000	100%

¹ \$2 million in Congestion Mitigation Air Quality Improvement Program and \$7.1 million in Surface Transportation Block Grant (STBG) funds

² \$21.7 million in additional STBG funds proposed to cover gap

³ \$17 million in Carbon Reduction funds proposed to credit DART for local funds applied to regional cost

⁴ Anticipated Private Funding Contribution (railroads)



Regional Transit Partnerships- TRE Track and Signal Improvements

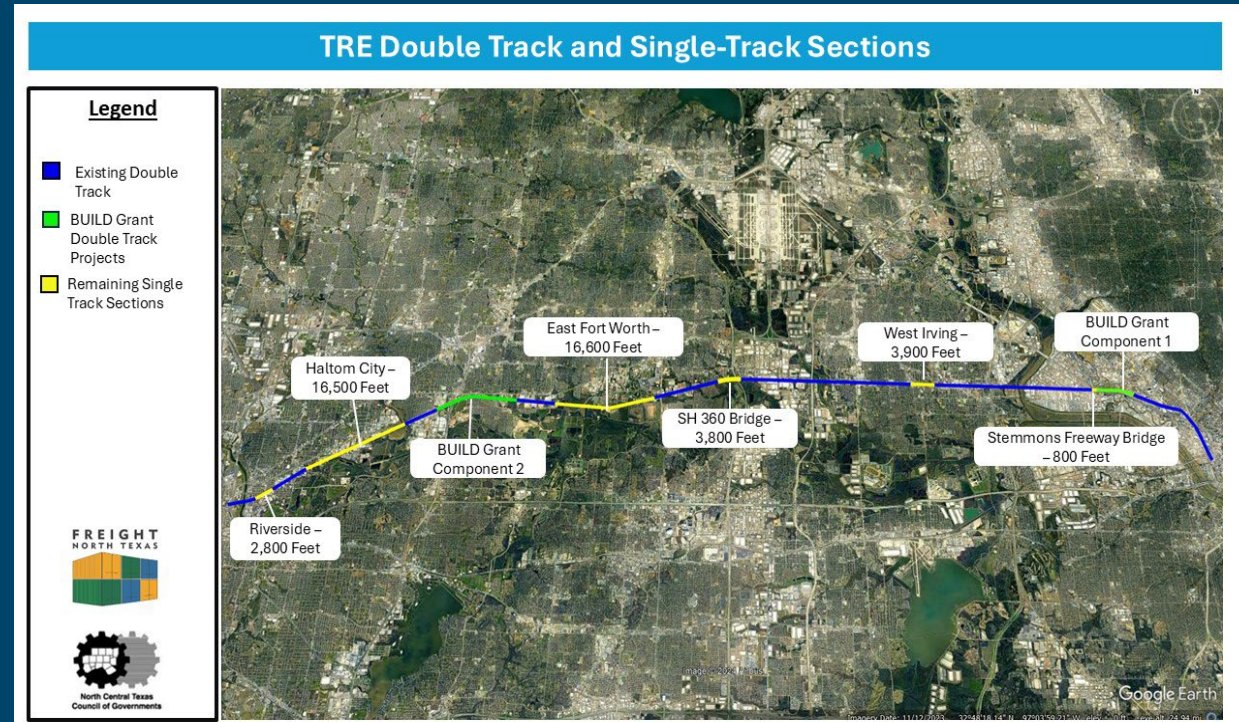
Project Overview:

Modifications to TRE track and signal systems to accommodate new double tracked sections

Project Details:

Request for \$2.5 million in Carbon Reduction Program Funds for track and signal systems improvements:

- Handley-Ederville Road
- East Richland Hills
- East Lakes
- Precinct Line Road
- Single Crossover at West Hurst
- South Norwood Road
- New CP Hurst



Regional Transit Partnerships-Victory Station

Project Overview:

- Collaborative effort between NCTCOG, DART, BNSF, and TxDOT.
- Victory Station is busy and trains are often held in the station waiting to be dispatched.
- This causes safety concerns as pedestrians move through the platforms to cross the station.

Project Details:

- Proposed project involves improving existing infrastructure at Victory Station to increase pedestrian safety and mobility.
- Requested funding (not to exceed \$6.8 million in STBG funds) is for both pedestrian safety and rail operational improvements to accommodate pedestrian improvements



Courtesy of NCTCOG



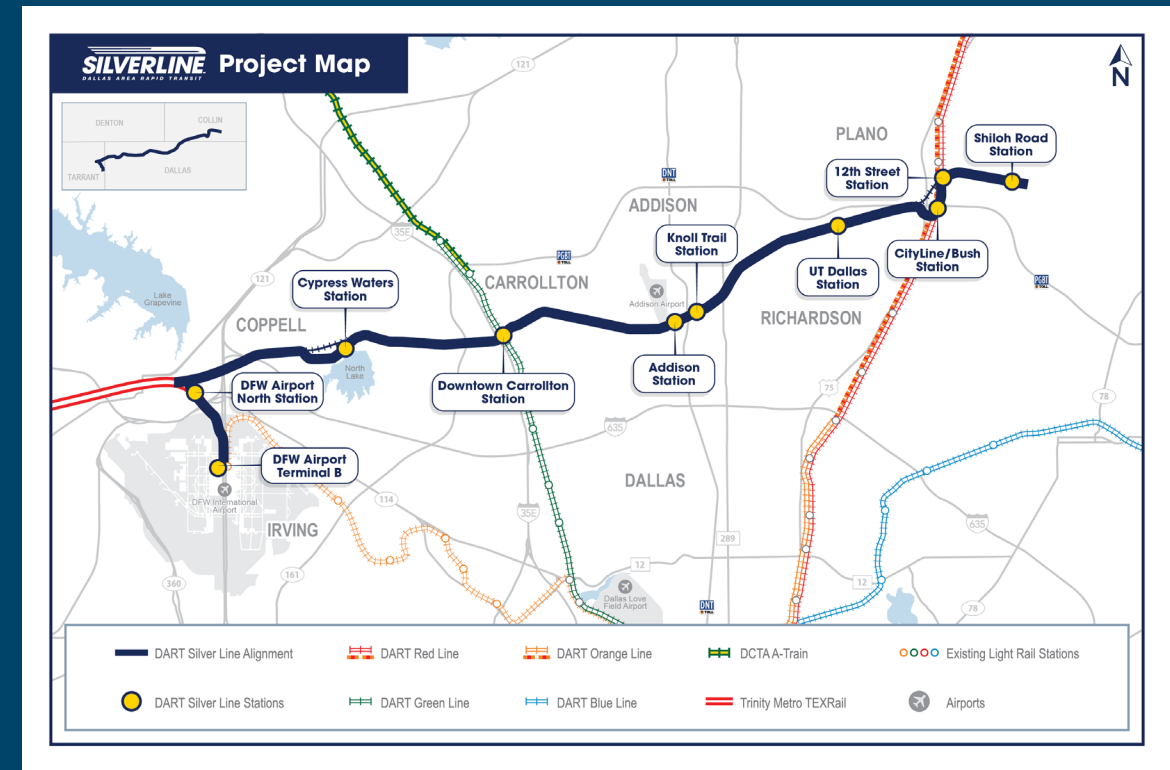
Regional Transit Partnerships - Silver Line

Project Overview:

- 26 miles of regional rail service that will connect Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano.
- Goal of improving mobility and accessibility within the northern portion of DART service area.

Project Details:

- Silver Line improvements associated with FIFA World Cup
- Requested funding is \$5.6 million in STBG funds for rail, bridge, and other necessary improvements



Courtesy of DART



Requested Action Schedule

February 28, 2025

STTC Action Item

March 10, 2025

March Public Meeting

March 13, 2025

RTC Action Item

March 27, 2025

Executive Board Endorsement (Approval)



Requested Action for North Texas MOVES BUILD Grant & Regional Transit Partnerships

Request a recommendation for RTC approval of:

The allocation of federal funds for:

- *\$21.7 Million (STBG) - BUILD grant cost overruns on the east and west segments*
- *\$17 Million (CRP) – Accommodating future reconstruction of IH 35E/Stemmons at TRE¹*
- *\$6.8 Million (STBG) - Victory Station Pedestrian Crossing upgrades²*
- *\$5.6 Million (STBG) - Silver Line improvements*
- *\$2.5 Million (CRP) - TRE track and signal improvements*

Administratively amending the Transportation Improvement Program (TIP) and Statewide TIP (STIP), as well as other planning & administrative documents, for the FY2020 North Texas MOVES BUILD Grant double tracking projects and Regional Transit Partnership projects.

¹ \$17 million is funded by DART up front to meet grant agreement & federal is credited back to DART on another project (because it is an RTC/regional cost)

² Not to exceed \$6.8 million



CONTACT US



Jeff Hathcock
Program Manager

jhathcock@nctcog.org | 817-608-2354



Savannah Briscoe
Transportation Planner

sbriscoe@nctcog.org | 817-608-2347



Mike Johnson
Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



Valerie Alvarado
Transportation Planner

valvarado@nctcog.org | 817-640-4428





Local Funding for On-Demand Transit Services in Southern Dallas County

Surface Transportation Technical Committee
February 28, 2025
Gypsy Gavia, Program Manager

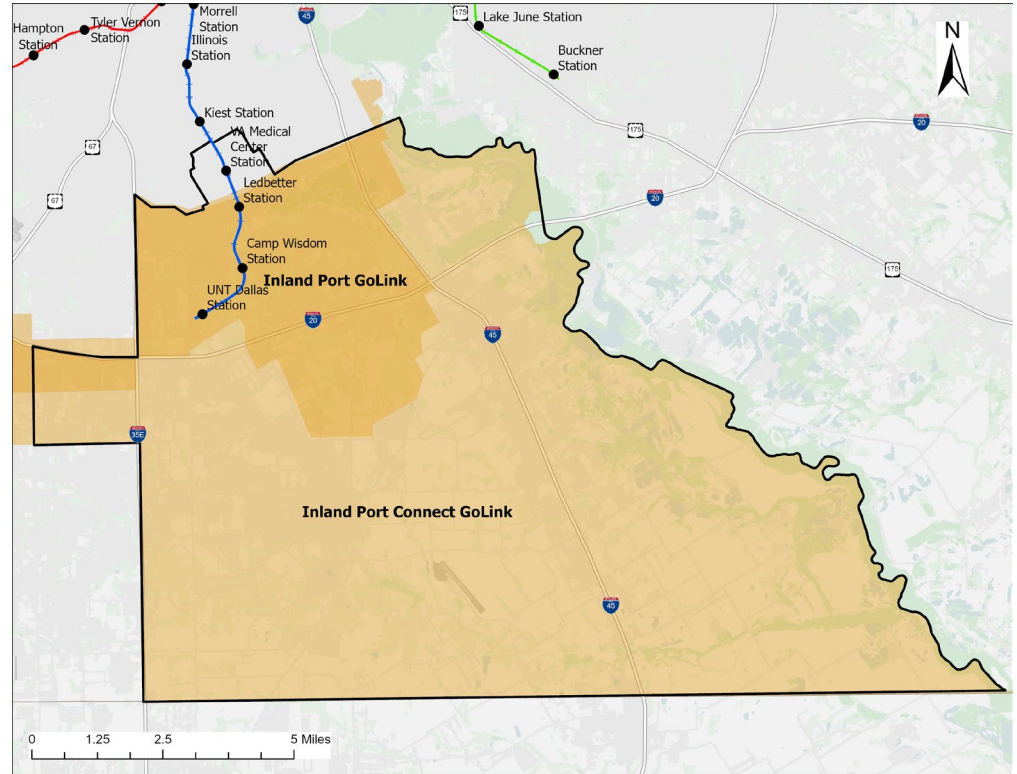
Current Inland Port Transit Services



GoLink Inland Port Zone, service in Southern Dallas from 5:00 am to 12:00 am, 7 days a week. Supported with private provider and UberPool service.



Expanded Microtransit services with STAR Transit and UberPool from 4:00 am to 8:00 pm, Monday – Friday.



Funding Background

- November 2020:** Service began through a partnership between IPTMA, STAR Transit, and DART with funding approved by the Regional Transportation Council (RTC).
- July 2023:** RTC approved bridge funding to support increased demand while the FY2021 RAISE Grant was executed and more sustainable funding was secured.
- November 2024:** Federal Transit Administration (FTA) determined that \$1.5M Total in transit service costs were ineligible under FY21 RAISE Grant. Operating expenses needed to be removed from project costs.

Current bridge funding is to be expended by approximately October 1, 2025



Service Transition

Due to changes in funding and limitations on federal operating eligibility, STAR Transit to take on primary transit provider role outside DART service area.



Area will be restructured into zones, based on trip volume and geographic proximity.

Services will continue to connect riders to DART light rail system.

Supplementary service with transportation network companies (TNCs) available with contributions from local governments.

City of Wilmer & Hutchins

Create one combined zone

City of Lancaster

Create a new zone

City of DeSoto

Incorporate into existing city's zone and hours can be extended to 8 pm.



Estimated Service Cost for Revised On-Demand Service

Operating Costs¹

City	Total	Federal (50%)	Local - NCTCOG (50%)
Wilmer	\$130,000	\$65,000	\$65,000
Hutchins	\$130,000	\$65,000	\$65,000
Lancaster	\$190,000	\$95,000	\$95,000
DeSoto	\$50,000	\$25,000	\$25,000
All (Annual)	\$500,000	\$250,000	\$250,000
3 Years	\$1,500,000	\$750,000	\$750,000



¹Capital costs for electric vehicles and charging infrastructure are still covered under FY21 RAISE Grant

Southern Dallas Inland Port Transit Request

- Amount:** Federal portion of \$750,000 will be covered with STAR Transit's existing operating assistance funds. Local match, not to exceed \$750,000 in Regional Toll Revenue funds to be requested.
- What:** One-time funding to fulfill regional commitments from FY21 RAISE Grant
- When:** 3 years after bridge funding is expended
- How:** To be provided to STAR Transit to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in DeSoto, Lancaster, Hutchins, and Wilmer.
- Future:** Cities to coordinate with Southern Dallas County Local Government Corporation (LGC) or contract directly with a public transit provider.



Action Requested

STTC Recommendation for RTC Approval to:

Utilize up to \$750,000 in Regional Toll Revenue (RTR) to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in DeSoto, Lancaster, Hutchins, and Wilmer.

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate this project.



For More Information

Karla Windsor

Senior Program Manager
Land Use and Mobility Options

kwindsor@nctcog.org

817-608-2376

Gypsy Gavia

Program Manager
Land Use and Mobility Options

ggavia@nctcog.org

817-695-9134



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

February 2025

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



0

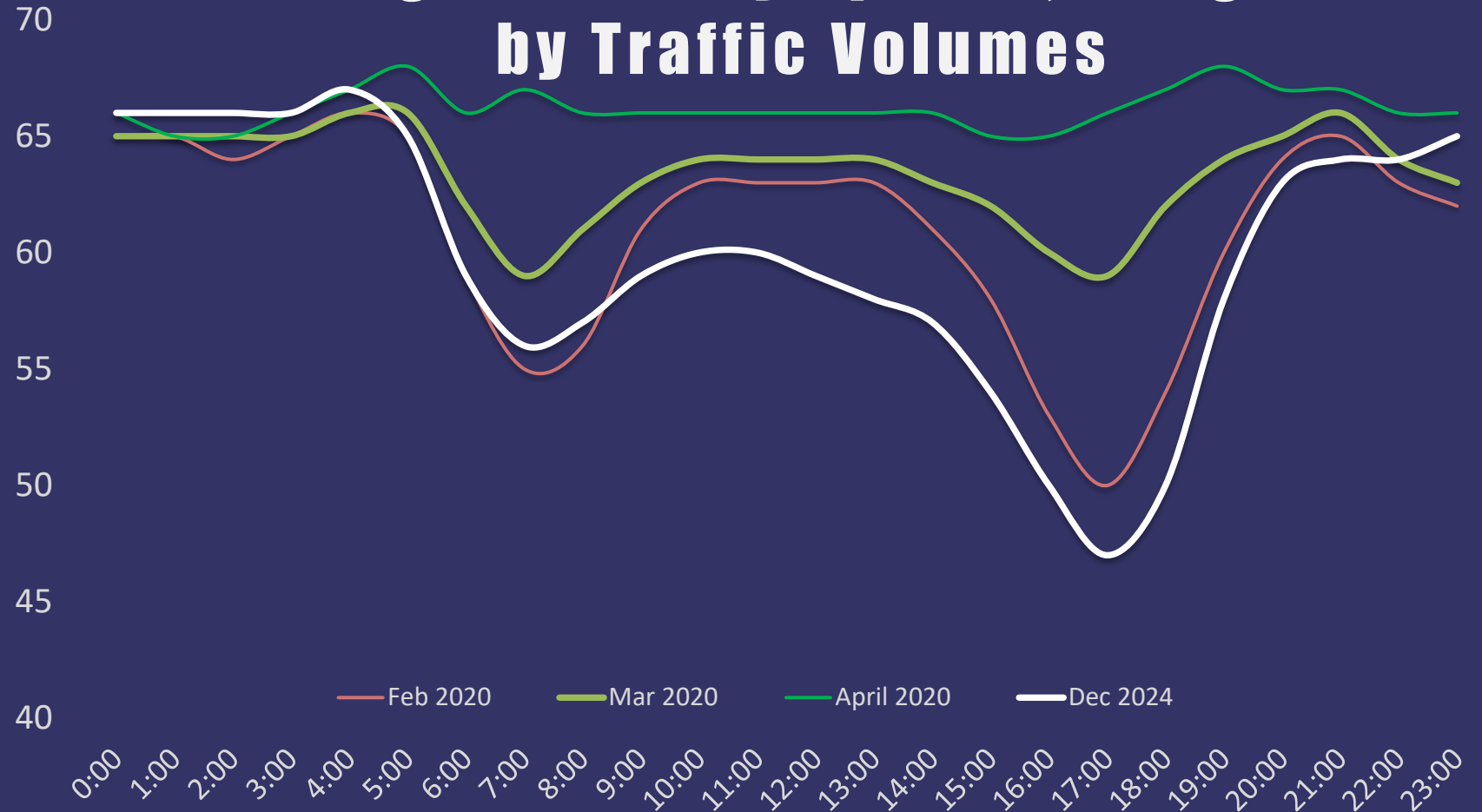
Transit Ridership (-19%, Dec)



ROADWAY TRENDS

Regional Average
Freeway Speeds

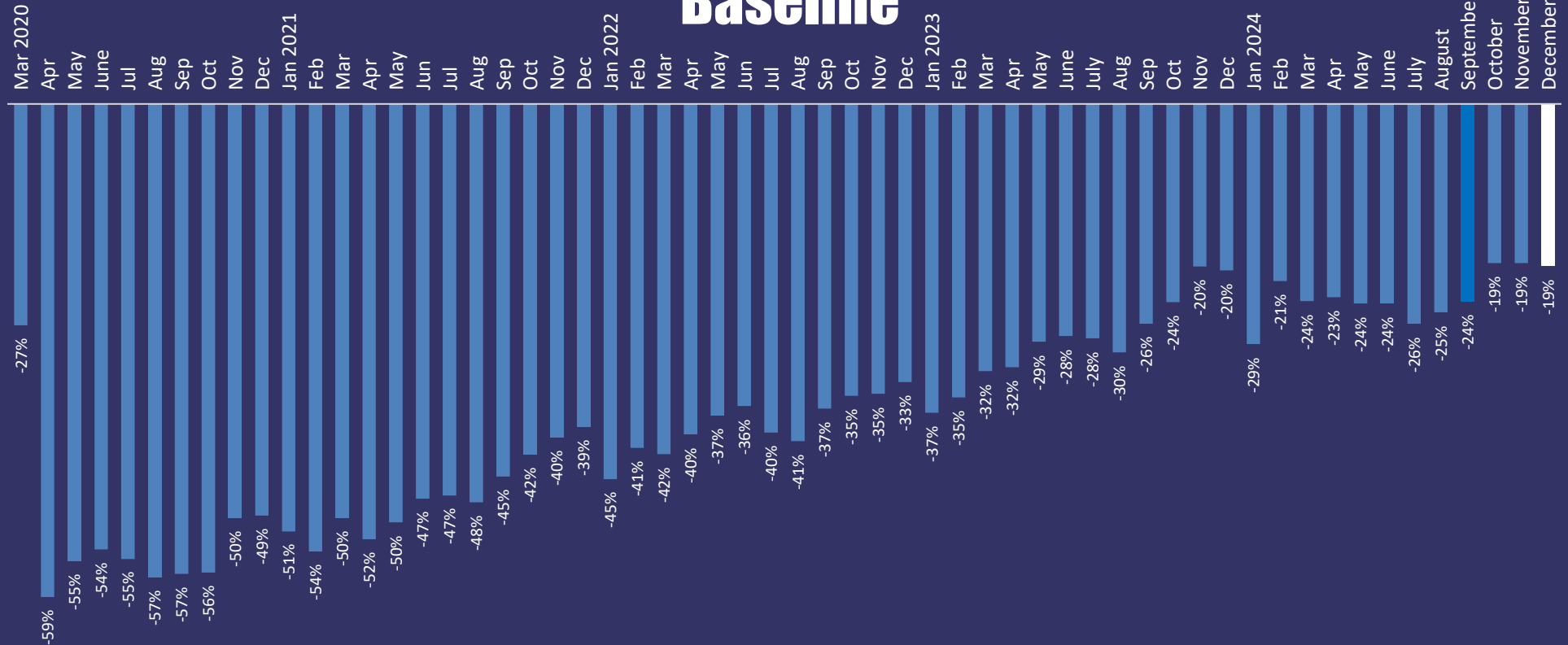
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

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

02/2025

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

Private 5G Testbed and Laboratory Supporting Advanced Mobility Research and Product Development

Background

Project Overview

Consistent with the objective and mission of the R-IQ and UTD, to provide a facility to stimulate innovation-led growth opportunities to local and regional businesses and educational entities, the vision and mission of the present proposal are to more specifically extend them to the emerging fields of 5G, IoT, and AI and GenAI, leveraging the resources and expertise and in collaboration between the major parties involved - AT&T, UTD, CoR, and the TRA, NTxCMT, and NCTCOG – in very specific areas outlined below.

1. **5G, IoT**, AI and GenAI are emerging technology areas at the forefront of the telecommunications and Artificial Intelligence (AI) revolutions with wide-ranging applications and the potential to create new business opportunities in a vast multitude of industry sectors, too many to list. 5G augmented by AI is the network revolution that will enable the full potential of digital transformation.
2. **The Richardson-IQ (R-IQ)** has become the pre-eminent center for innovation and entrepreneurship within the region, providing a place where a range of businesses across industries and at different points in their growth can thrive, leveraging a world-class Business and Technology infrastructure for rapid prototyping and testing to support existing businesses while attracting new ones. The Private 5G Network at the R-IQ will serve as a “sandbox” to develop a vast multitude of other applications, in various vertical sectors with the potential to benefit various entities, public and private, in the North Texas Region and more broadly.
3. **Vision:** To realize this vision, this is a proposal jointly by the above parties along with the Texas Research Alliance (TRA) and the North Texas Center for Mobility Technologies (NTxCMT) to the North Central Texas Council of Governments (NCTCOG) to fund a **Private 5G Network at the R-IQ (Phase-I) and at the Main UTD Campus (Phase-II) for advanced research and development of:**
 - A. **Transportation Mobility, and**
 - B. **Concept Validation and Prototyping for Students and Local Companies**

Technical Approach**Phase I – 5 G for Transportation Mobility and Autonomous Vehicles (Spring 2025)**

Timeline	Tasks	Deliverables
6 months	Design and deployment of Indoor 5G lab at R-IQ completed	Develop requirements and design criteria needed for transportation application to inform the deployment of 5G at R-IQ.
12 months	Application to Autonomous Driving	Demonstration of a connection to a single autonomous vehicle, capable of real-time monitoring and control of data over 5G.
18 months	Application to Infrastructure-to-Vehicle	Demonstration of a one-way flow of information (traffic signal, pedestrian sensing) from infrastructure to vehicle to inform autonomous driving.
24 months	Application to Vehicle-to-Vehicle and Vehicle-to-Infrastructure	Demonstration of vehicles sending information (status and decisions) to infrastructure and to other vehicles.
36 months	Application to Multi-Vehicle Coordination	Demonstration of centralized and decentralized coordination of vehicles over 5G.

Phase II – 5G for Concept Validation and Prototyping for Local/Regional Companies and Students in the Region (Winter 2025/2026)

Timeline	Task	Deliverables
<i>On-going</i>	Support a Dynamic Sandbox for Local Companies in the Metroplex to Validate their Technologies and Demonstrate Proofs-of-Concept	<i>Report on PR events and increased awareness among local technical and business communities.</i>
<i>On-going / Every Semester</i>	Validate Some of the Business Plan Development Projects Utilizing 5G Investigated for Business Viability by Jindal School of Management Graduate Students jointly with AT&T Mentors	Identify the plans that merit exploration of proof-of-concept. Report that combines business and technical viability of these ideas.
<i>On-going / Every Semester</i>	A Lab for Training Undergraduate and Graduate Students from the Erik Jonsson School of ECS in Internet of Things (IoT) and Edge Computing	Identify the projects that merit further exploration with local companies. Report that combines business and technical viability of these ideas.
<i>36 months</i>	A Lab for developing virtual metaverse workspace	A polished and functional metaverse workspace prototype, tested and validated for scalability, security, and usability, ready for pilot deployment and commercialization planning.

Impacts of the Research

The development of this facility has benefits for all the stakeholders. The partners in this endeavor will create a 5G ecosystem that will serve as a product, application development and demonstration destination for years to come. It will provide a testbed for demonstrating the technical viability of key components, as well as the end-to-end solutions embodied in new ideas in various vertical sectors.

The expectation is that the Private 5G Network at the R-IQ will serve as a “sandbox” to develop a vast multitude of other applications in emerging vertical sectors, with the potential to benefit various entities, public and private, in the North Texas Region and more broadly. It will benefit many faculty and students in this area of research that is very relevant to the future of our state and country.

The AT&T-UTD 5G laboratory and testbed will be a resource for students and faculty from all universities in the DFW metroplex, including SMU, UT-Arlington, the University of North Texas, Texas Woman's University, and Texas Christian University. UTD intends to create a collaborative research environment for institutions to work on joint projects and leverage the testbed to pursue future federal and state grant opportunities.

By supporting this proposal, NCTCOG will help this partnership create a launching pad for the birth of new, innovative technologies and start-ups as well as aid in the transformation of established companies and our regional workforce.

Research sponsored by: Rayan Rutledge, Richard Shepard and Kuntesh Chokshi, AT&T

University leads: University of Texas at Dallas (UTD)

Jindal School of Management (JSOM)
Erik Jonsson School of Engi. and Computer Science (ECS)
Office of Research and Innovation (ORI)

Dr. Rajiv Shah
Dr. Lakshman Tamil & Dr. Justin Ruths
Dr. Joseph Pancrazio, Steve Guengerich
and Brent Schultze

Office of the CIO

Frank Feagans, Brian Dourty and
Kishore Thakur

Facilities and Economic Development

Calvin Jamison

Project budget: \$1,390,000

NCTCOG Contribution: \$295,000

Please feel free to contact Natalie Bettger if you have any questions.

**North Texas Center for Mobility Technologies
Project Tracker**

	Description	Funding	Action	Expires	Status	NCTCOG Staff Lead	RTC Commitment (\$2.5M) for NTCMT; Remaining Funds
T2021-01 TRN6796	Airspace Hazard Identification and Alerting Service (AHAS) for Advanced Air Mobility - UNT	Project Budget - \$400,000 NCTCOG - \$100,000	Aug STTC/Sep RTC 2021		Completed	N/A	\$2,400,000
T2021-02	Automotive Millimeter Wave Radar Sensor-Enabled Safety Enhancement Technologies for Cyclists - UNT	Project Budget - \$200,000; NCTCOG - \$50,000	Aug STTC/Sep RTC 2021		Cancelled	N/A	\$2,400,000
T2022-02 TRN6958	Research and Development of Edge-Centric Hosted 5G Infrastructure Test Platform - UNT	Project Budget - \$500,000 NCTCOG - \$125,000	August STTC/ September RTC 2022	January 16, 2025	Awaiting final invoice	Natalie Bettger Senior Program Manager Transportation Department Office: (817) 695-2280 Email: nbettger@nctcog.org	\$2,275,000
T2022-01 TRN6797	Development, Implementation, and Evaluation of Digital Transformation in Parking and Transportation Services: UTA Case Study	Project Budget - \$487,000; NCTCOG - \$120,000	Aug STTC/Sep RTC 2022	May 31, 2025	~\$117,000 expended	Travis Liska Principal Transportation Planner Transportation Department Office: (817) 704-2512 Email: TLiska@nctcog.org	\$2,155,000
T2023-01 TRN7342	Advanced Air Mobility / Urban Mobility System Within the Dallas-Fort Worth Metroplex (NTXAAMPP) - UNT	Project Budget - \$1,320,000; NCTCOG - \$330,000	October STTC / November RTC 2023	December 31, 2025	~\$90,000	Ernest Huffman Program Manager Transportation Department Office: (817) 704-5612 Email: EHuffman@nctcog.org	\$1,825,000
TRN7476	Intelligent Power Management Strategy for EV Grid Integration in Localized Communities - UNT	Project Budget - \$336,000; NCTCOG - \$84,000	June STTC / July RTC 2024	September 23, 2026	\$0	Lori Clark Senior Program Manager Transportation Department Office: (817) 695-9232 Email: lclark@nctcog.org	\$1,741,000
Requested	Phase 1 - 5G for Transportation Mobility and Autonomous Vehicles; Phase 2 - 5G for Concept Validation and Prototyping for Local/Regional Companies and Students in the Region - UTD	Project Budget - \$1,390,000; NCTCOG - \$295,000	Feb STTC/ March RTC 2025	TBD		TBD	\$1,446,000
Project Budget Total		\$4,633,000					



Dallas Fort Worth Clean Cities Coalition Update

Juliana VandenBorn, Air Quality Planner
Surface Transportation Technical Committee

February 28, 2025

Dallas-Fort Worth Clean Cities Redesignation

Redesignation Ensures That:

- Coalition and Stakeholders are active and engaged in achieving goals
- Host agency mission and activities are sufficiently aligned
- Coalition implemented recommendations from previous redesignation

DFWCC met with Department of Energy via webinar on October 16, 2024

Approved Redesignation Effective: October 16, 2024 (Valid 5 years)

Coalition Accomplishments Highlighted to Department of Energy:

Establishment of the Dallas Fort Worth Clean Cities (DFWCC) Technical Advisory Committee

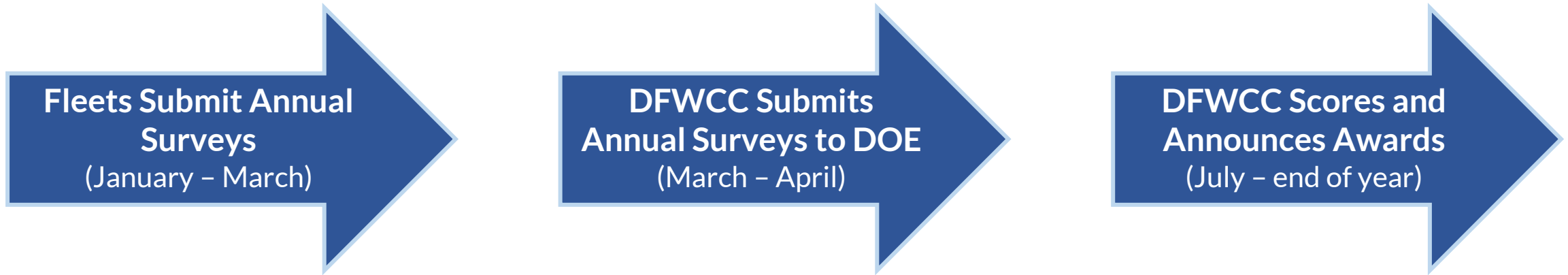
Local Adoption of Alternative Fuel and Electric Vehicles

11 additional fleets utilizing zero-emission vehicles and extensive renewable natural gas adoption since 2018

Competitive Grant Awards for Various Projects
Recipient or Subrecipient of 8 Competitive Projects in 2023 exceeding \$91M



DFW Clean Cities Annual Survey-Fleet Recognition Timeline



Purpose of Annual Reporting

- Collect local data on the sale and deployment of alternative fuels, idle reduction initiatives, fuel economy activities, and efforts to reduce vehicle miles traveled
- Department of Energy translates data into energy use impacts, reductions in air pollutants, and other metrics at a local and national scale

Related Local Efforts

- RTC Clean Fleet and Idle Reduction Policies

Dallas-Fort Worth Clean Cities Trends in Annual Energy Impacts

Impacts Over Calendar Year 2023

45 Reporting Fleets

6,953 Alternative Fuel Vehicles & Equipment

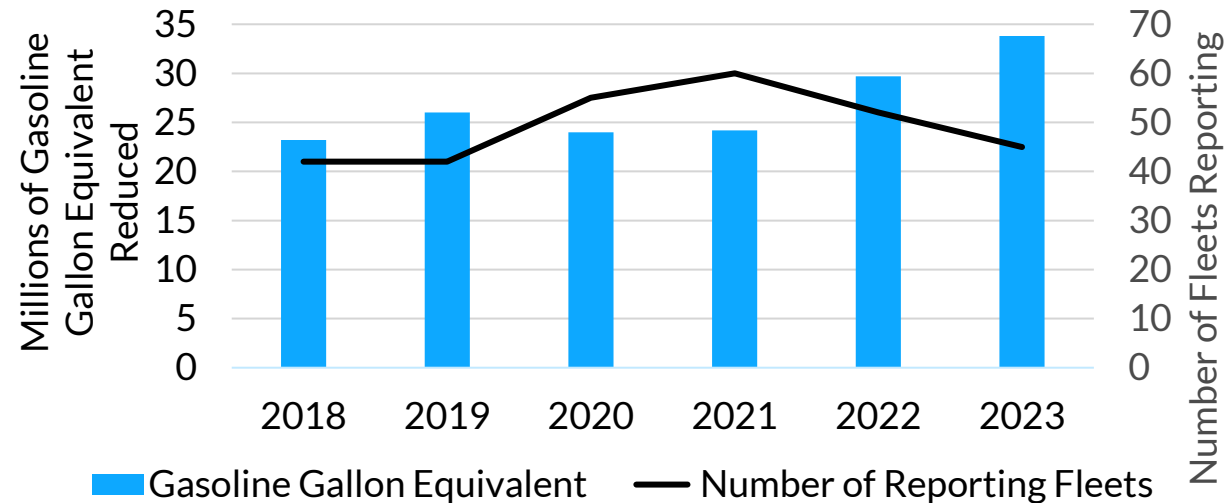
59 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced

3.4 Tons Fine Particulate Matter (PM_{2.5}) Reduced

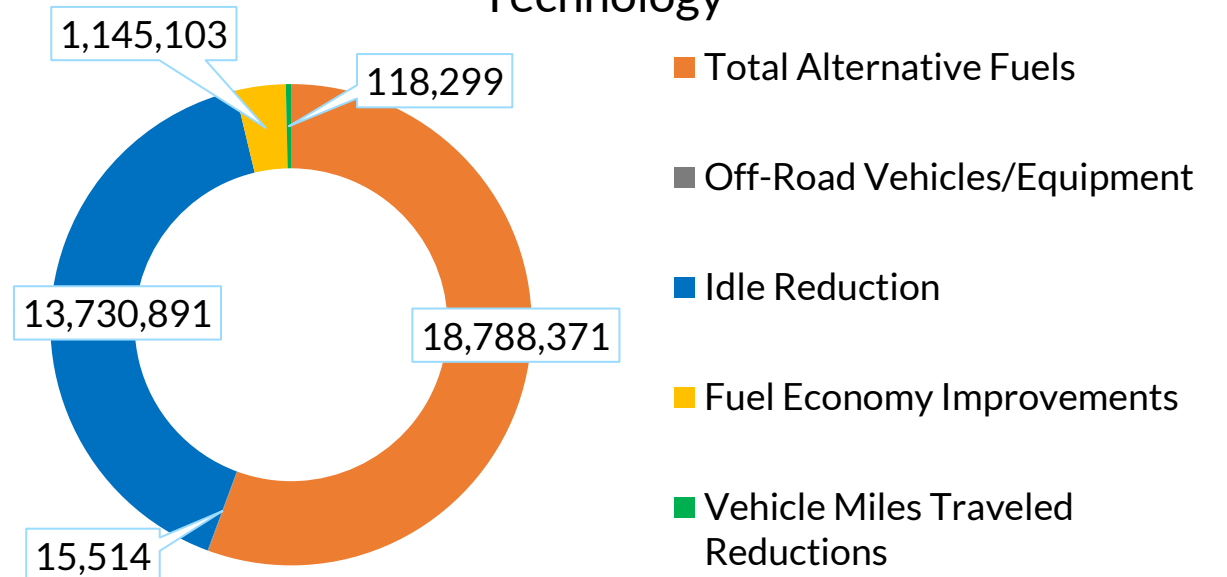
228,968 Tons Greenhouse Gas Emissions Reduced



Historical Gallons of Gasoline Equivalent Reduced



Gallons of Gasoline Equivalent Reduced by Technology



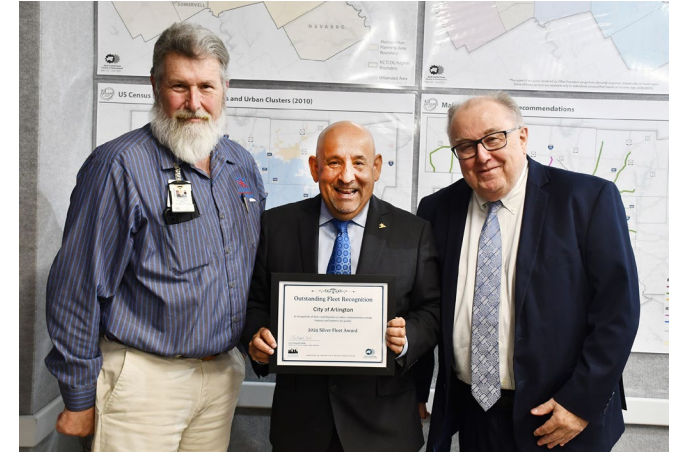
2024 Fleet Recognition Awardees

NCTCOG Recognition Event – December 12, 2024

Air North Texas

DFWCC Fleet Recognition

NCTCOG Awarded Grants & Partners



2024 Fleet Recognition Awardees

Purpose of Fleet Recognition

Recognize fleets efforts in improving air quality

Requirements for Recognition

Submit Annual Survey

Be a Clean Fleet Policy Adoptee

Award Levels

Bronze

Silver

Gold



Next Steps

Go to:

www.dfwcleancities.org/annualreport to complete the survey

Survey Submission Required for the 2025 Fleet Recognition Awards Consideration



Dallas-Fort Worth Clean Cities Update

Accepting Annual Survey Submissions Now!



**Dallas-Fort Worth
CLEAN CITIES**

Contact Us



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



Savana Nance
Principal Air Quality Planner
snance@nctcog.org



Jared Wright
Senior Air Quality Planner
jwright@nctcog.org



Juliana VandenBorn
Air Quality Planner III
jvandenborn@nctcog.org



Julie Shaw
Senior Administrative Assistant
jshaw@nctcog.org



Dallas-Fort Worth
CLEAN CITIES



dfwcleancities.org



@NCTCOGTrans



cleancities@nctcog.org



[linkedin.com/showcase/dfwcleancities/](https://www.linkedin.com/showcase/dfwcleancities/)



Department of Energy
Washington, DC 20585

November 18, 2024

Lori Clark
Coalition Director
Dallas-Fort Worth Clean Cities Coalition
North Central Texas Council of Governments
616 Six Flags Dr. (P.O. Box 5888(76005-5888))
Arlington, TX 76011

Dear Lori,

The U.S. Department of Energy's (DOE's) Vehicle Technologies Office would like to thank you for conducting a very informative and compelling briefing for our Clean Cities and Communities (CC&C) leadership team via webinar on October 16, 2024. We are pleased to inform you that the Dallas-Fort Worth Clean Cities Coalition's request for re-designation has been approved (effective date October 16, 2024) understanding that you are working on completing the remaining Active and Effective Requirements. This re-designation is valid for a period of five years, or until notified otherwise. Please remember that to remain in good standing, your coalition must remain actively engaged in stakeholder support activities and other important duties as outlined in the attached *Active and Effective Requirements*.

As demonstrated in the webinar, you have maintained your coalition's impressive efforts in engaging diverse stakeholders, hosting and participating in many events, working groups, and grant opportunities while serving as a trusted resource for supporting alternative fuel initiatives across the state. We appreciate the support and leadership that North Central Texas Council of Governments provides the coalition. Your collaboration with the Texas Department of Transportation on their state National Electric Vehicle Infrastructure (NEVI) plan is particularly commendable, especially given it can be difficult to connect with state agencies as an external stakeholder. Your coalition has done a great job sustaining activity by leveraging funds from the Vehicle Technologies Office and other sources and creating momentum by empowering your stakeholders to align their activity with your coalition's mission. We are impressed by your coalition's extensive reach, with stakeholders that include medium- and heavy-duty fleets, efforts related to expanding hydrogen infrastructure, and your engagement with state ports. During the webinar, you mentioned ongoing efforts to incorporate energy and environmental justice (EEJ) considerations in your work such as engagement with underserved communities. Your ongoing work exemplified by your drone delivery project is commendable.

To assess the coalition's effectiveness, we conducted interviews with multiple stakeholders prior to the webinar. Each participant found their involvement with DFWCCC to be beneficial, praising your ability to connect them with key partners and your dedication to alternative fuel initiatives. Stakeholders highlighted your exceptional collaboration and networking, as well as your success in creating opportunities for their participation in both coalition-hosted and industry events where stakeholders can share their knowledge, connections, and products. Your coalition is known as a reputable resource, with communities outside of your territory often seeking partnership and leadership. Several stakeholders mentioned that this is especially impressive given the challenges that DFWCC faces as a coalition, including: a large workload with a small staff, challenging state and local politics, and electric vehicle misinformation. Stakeholders also mentioned many barriers that the coalition faces related to both national and state policies, citing that both can create barriers to funding disbursement, procurement, and that state and federal policies do not always align and can make implementation difficult.

Based on the stakeholder responses and the information presented in the webinar, we believe that DFWCC can continue to have a significant impact on improving transportation energy efficiency and advancing affordable domestic transportation fuels and technologies throughout Texas.

To ensure the ongoing success of the coalition, we present the following suggestions:

- Your innovative approach to recognizing fleets while also collecting data for annual reporting is a model that other coalitions in the Clean Cities and Communities partnership could benefit from. We recommend documenting this approach and posting it to the CC&C Forum to help other coalitions benefit from your success. If you would like help identifying the best way to document this approach and post it to the Forum, please contact Victoria McGarril at vmcgarril@energetics.com or 845-399-7186.
- Since your coalition is engaged in activities that benefit underserved coalitions, we suggest you review [EEJ trainings](#) available on the Coalition Toolbox. The trainings are designed to enhance coalition capacity for leading or participating in transportation-related initiatives that benefit underserved communities. You will need to log into the Toolbox to view these trainings. If you have questions on future EEJ opportunities, we recommend you connect with Grace McGinnis at DOE at grace.mcgininis@ee.doe.gov or 301-366-9807.

Congratulations on the good work you continue to do with the Dallas-Fort Worth Clean Cities Coalitions. Thank you for your ongoing commitment to, and enthusiasm for, Clean Cities and Communities.

Sincerely,



Mark S. Smith
Technology Integration Program Manager

cc: Michael Morris, Director of Transportation, NCTCOG
Neil Kirschner, DOE Clean Cities and Communities Regional Manager, South Central Region

Michael Laughlin, Technology Manager, DOE, Vehicle Technologies Office
Margaret Smith, Technology Manager, DOE, Vehicle Technologies Office
Grace McGinnis, Technology Manager, DOE, Vehicle Technologies Office
Sam Spofforth, Clean Cities Project Leader, National Renewable Energy Laboratory
Kaylyn Bopp, Transportation Project Leader, National Renewable Energy Laboratory
Marcy Rood, Principal Environmental Transportation Analyst, Argonne National Laboratory
Michael Scarpino, Transportation Project Engineer, USDOT Volpe Center
Carina Trustram Eve, Program Analyst, Energetics
Tameka McDaniel, Program Analyst, Lindahl Reed



**Clean Cities and
Communities**



**Dallas-Fort Worth
CLEAN CITIES**



Dallas-Fort Worth Clean Cities Coalition: Clean Cities and Communities Re-designation

October 16, 2024

Coalition Presentation Team



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments



Lori Clark

Director, DFW Clean Cities Director
Senior Program Manager, NCTCOG
Transportation Dept Clean Fuels & Energy Team



Michael Morris, P.E.

Director of Transportation, NCTCOG

Coalition Status Update

Elevated the “Clean Fuels and Energy” program area structure

Established the DFW Clean Cities Technical Advisory Committee in September 2023

Established LinkedIn social media presence

Clarified definition of "Stakeholder" per “Active and Effective Requirements” and established intake process via electronic Commitment Form

- Recombitment of 35 Stakeholders to date

No major changes to leadership or financial status





Photo Courtesy of DFW Airport



Photo Courtesy of DART

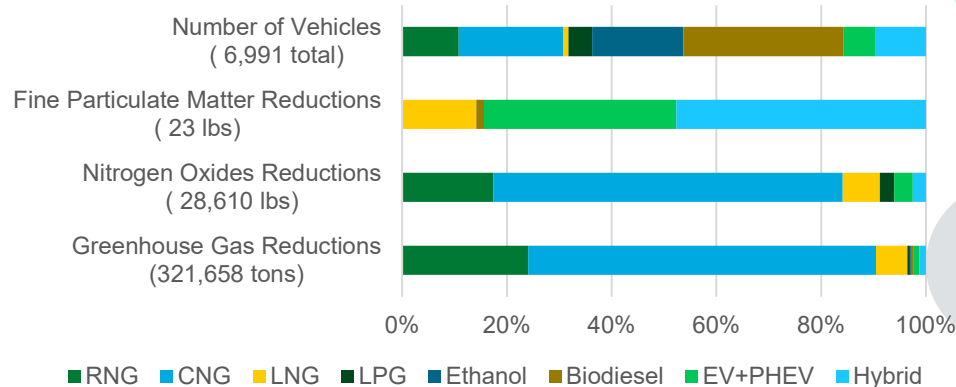
Coalition Overview

Technologies prioritized according to host agency responsibilities:

- Local nonattainment issues (ZEV, Low-NO_x)
- System Efficiency (EEMS)

Key stakeholders are primarily public sector fleets, with a few utilities and major freight/refuse companies.

Emissions Impact of Fuels Based on 2023 DFWCC Annual Survey



High impact fuels: CNG/RNG (9 fleets, ~16.6M GGE and ~131K tons GHGs)
 Widely adopted fuels: hybrids (27 fleets) and EV/PHEV (23 fleets)

*Based on NREL Quantification; note that greenhouse gas reductions of some CNG and RNG is double-counted

Re-designation Letter Follow-up

Increased and sustained collaboration across the 4 Texas Coalitions

Started collaboration with the Texas Association of Regional Councils

Developed a strong relationship with EPA Region 6 staff related to EPA Clean School Bus program



School District Engagement

Adapted activities after Bipartisan Infrastructure Law, shifting from working group to promotion of incentives



Statewide Collaboration

Ongoing collaboration across all 4 existing Coalitions



Medium- & Heavy-Duty Projects

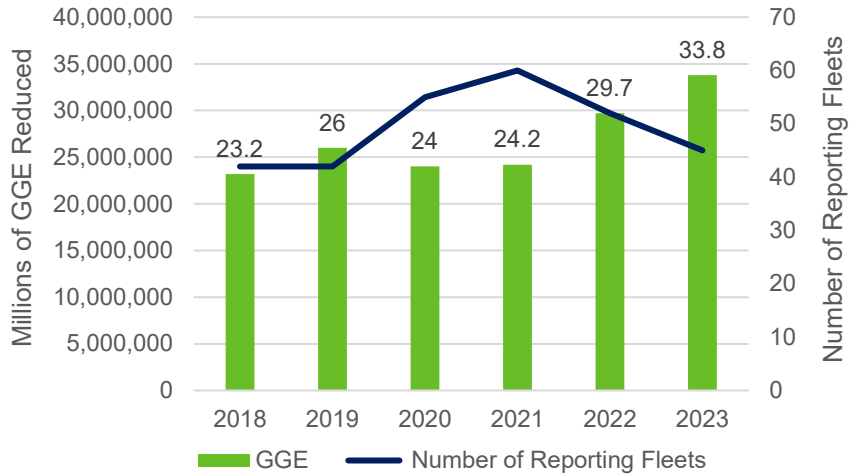
Leveraging host agency DERA awards for electric deployments (absent diesel collaboratives)



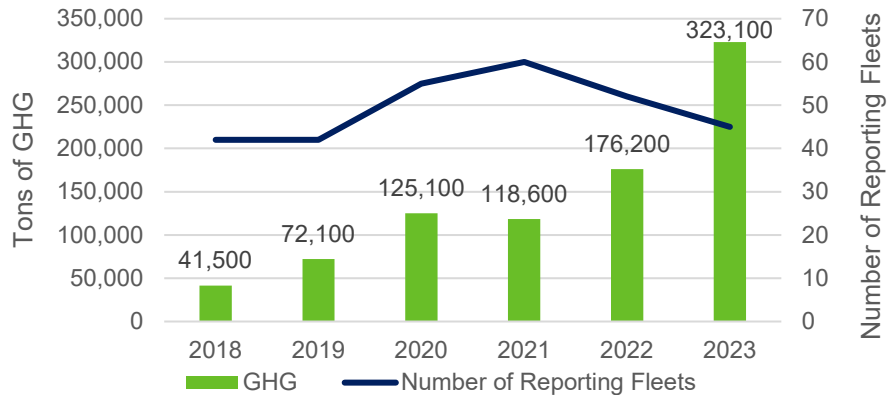
Case Studies and National Lab Resources

Developed newer case studies on local successes. Frequently use national lab tools and participate in RNG working group.

GGE Trends Since Last Designation



GHG Trends Since Last Designation*



Energy Use and Impact of GHG Reduction

Impacts are increasing despite relatively static level number of reporting fleets. Use of a fleet recognition program and additional qualitative feedback opportunities keep longstanding fleets engaged year after year.



Additional impacts of local importance:

Reduced ~58.5 tons NO_x and ~3.4 tons PM_{2.5} in 2023

*Based on NREL Quantification; note that greenhouse gas reductions of some CNG and RNG is double-counted

Accomplishments

EV adoption expanding, with market forces driving freight investments

Coalition perceived to be subject matter expert and critical participant by many organizations across the state

Consistent success in competitive grant programs



Alternative Fuel Expansion

Longtime leaders continuing to expand their efforts (RNG, Hydrogen, resilience)



EV Adoption Expanding

Up from 11 fleets in 2018 to 23 in 2023; Includes 6 *reporting* fleets with Medium- and Heavy-Duty Projects (many more freight deployments not reporting)



Engaged as Key Collaborator

Invited to grant opportunities, EPA Clean School Bus events, TxDOT working groups, various MHD ZEV discussions



Competitive Grant Awards

Deployments through DERA and TERP; Collaborator in HyVelocity Hub; Recipient or Subrecipient of 8 competitive projects launched in past year exceeding \$91M

Energy and Environmental Justice Activities

Innovative approach to meeting community needs through broadband and unmanned robot deliveries

Justice40 has been highlighted in a variety of grant-funded projects launched since the last redesignation



Increasing Community Access

Using Broadband as a transportation tool to access Jobs, Food, Education, and Medicine

Arlington Multimodal Drone Demonstration addresses food deserts



Infrastructure Planning

Committed to locating 50% of EV Chargers funded through \$15M CFI Community award in Justice40 communities



Community Engagement

Soliciting feedback in conjunction with EV technician training and hydrogen infrastructure planning

Think Outside the Box: High Impact Gasoline Gallon Equivalent (GGE) and Greenhouse Gas (GHG) Reduction Activities

Regional freight activity presents opportunities

Medium- and Heavy-Duty Deployments

Energy Efficient Mobility Systems – SmartPort, Freight Signal Optimization

Successful non-road examples (propane and electric landscaping equipment; hybrid construction equipment)

Leveraging low-speed electric vehicles in public fleets



Freight Rail, Cargo Handling, and Intermodal

Facilitating Equipment Deployments and SmartPort Implementation



Medium- and Heavy-Duty Trucks

Leveraging Airport and Inland Port Relationships



Zero Emission Vehicle Infrastructure

Building 5 Hydrogen Fueling Stations to Serve Heavy Duty Trucks

Deploying/Guiding ~\$90M for EV Charging



Idle Reduction

Deploying Wayside Power for Commuter Rail

~58.6 metric tons GHG and 177,000 GGE per year reduction

Coalition Strategic Planning: The Next 4 Years

Strategic vision: To improve North Texas air quality through initiatives and partnerships that reduce transportation emissions, improve efficiency, and strengthen the local economy

Key goals in multiple areas

Stable structure and growing team

Strengthening through Technical Advisory Committee and more formal stakeholder roles



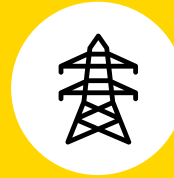
Vehicle Goals

Facilitate alternative fuel adoption at 30 fleets
Achieve at least 100 EV registrations per zip code
Integrate EV technician training at community colleges



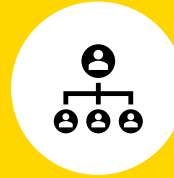
Infrastructure Goals

Support 100 EV charger deployments
Help scope 10 MHD fueling/charging projects
Collaborate on 25 resilient EV chargers



Energy Goals

Convert all public fleet CNG to RNG
Reduce “soft costs” of infrastructure development
Integrate EV charger training at community colleges



Organizational Goals

Develop new mission and vision statements
Transition all contacts to CRM
Transition Coalition website



Securing Funds to Implement

Deployment, Planning, Workforce, and Community Engagement Activities Funded through Current Competitive Awards



Showcase and Replicate

Staff and stakeholders collaborating to develop case studies and story slides



Engaging with Freight

Working with rail and inland port operators to impact owned and tenant assets (both technology and operation)



Developing Template Transition Plans

Distilling resources for region-specific examples

Future Challenges

Incremental costs of cleaner fuels go beyond capital costs to “soft costs” of training, operations and maintenance.

Incentives are still critical but other support is needed.

As many other organizations step into a ZEV advocacy role, the Coalition has to think creatively in differentiating itself.



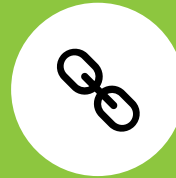
Need for Management Buy-In

Politicization, social media, and other sources of inaccurate or biased data often result in unnecessary pushback.



Lack of Funding for Non-ZEV Solutions

Hybrids, in particular, have potential for high impact in certain duty cycles.



Supply Chain Exposures & Training Needs

Limited manufacturer/vendor options for certain technologies introduces adoption risks. Training is still problematic (e.g. safety/response protocols on EVs).



Increasing Saturation of the “Clean Fuels” Space

Many organizations have taken up the “Clean Fuels” or “Clean Transportation” mantle.

Coalition Feedback – Key Needs

Streamlined reporting/documentation and clarity on expectations

Elevated national exposure/awareness through DOE (e.g. press releases, national recognition program?)

More balanced support on variety of fuels beyond EV

Readiness for EV emergency and fire response; “let it burn” approach is not working well

Going beyond the traditional vehicle + engine + propulsion fuel focus:

- Leveraging broadband as a transportation mode
- Evaluating land use and density to enable smaller “form factors” (e.g. bicycles, low speed vehicles) and mode shift
- Amplifying additional benefits of alternative fuels due to savings in engine oils and other fluids



**Clean Cities and
Communities**

Discussion on Future Plans/Wrap up



**Dallas-Fort Worth
CLEAN CITIES**



**North Central Texas
Council of Governments**



Surface Transportation Technical Committee

February 28, 2025

Correspondence with the Texas Commission on Environmental Quality

Nov. 22, 2024 Letter from RTC to TCEQ
Request for Assessment on Rising Ozone Levels in North Central Texas

Dec. 10, 2024 Letter from TCEQ to RTC
Follow Up letter from November correspondence

Dec. 2024 Letter from Johnson County to TCEQ
Double standard concerns facing the North Central Texas Region for
permitting negative impacted sources in our region

Dec. 27, 2024 Letter from TCEQ to Johnson County
TCEQ letter on double standard concerns facing the North Central Texas
Region for permitting negative impacted sources in your region

Jan. 14, 2025 Letter from Collin County to TCEQ
Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies



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

November 22, 2024

Chairman Jon Niermann
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Request for Assessment on Rising Ozone Levels in North Central Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), I am reaching out to express concern regarding recent trends in ozone levels within the North Central Texas region. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, we are dedicated to meeting air quality standards and ensuring a healthy environment for our residents. However, recent data, summarized in Attachment 1, shows the region's observed ozone design value has steadily increased to 83 parts per billion (ppb). This is not only above both the 2008 and 2015 National Ambient Air Quality Standards, but also significantly exceeds the Texas Commission on Environmental Quality's (TCEQ) 2023 and 2026 estimated design values of 73 and 72 ppb, respectively. This upward trend is alarming, notably unexplainable, and indicates the need for a thorough investigation of air chemistry since 2017 when the region's decreasing ozone annual design value stalled.

We understand background ozone typically contributes approximately two-thirds to three-quarters of the total ozone concentration, while the remaining one-third to one-fourth is locally attributable. This background contribution complicates local mitigation efforts and underscores the importance of targeted strategies to address both local and statewide sources of emissions. Attachment 2 shows approximately two-thirds of the region's anthropogenic nitrogen oxide (NO_x) has been reduced since 2006. Given this information, we are seeking assistance in identifying key drivers behind the gap between real-world ozone values versus computer generated photochemical modeling values to implement more effective emissions reduction strategies.

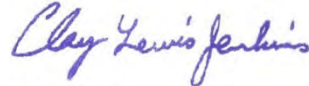
We respectfully request that TCEQ support the RTC by conducting a comprehensive assessment to clarify the primary contributors to these elevated ozone levels. Additionally, we seek your guidance on actionable steps the RTC can take to reduce mobile source emissions. Equally important, we would appreciate TCEQ's support in evaluating and managing emissions from stationary and area sources to help mitigate locally and statewide attributable contributions and maintain previous achievements continue into the future (see Attachment 2). Collaborative efforts in these areas will be essential to addressing the complexities of ozone formation and improving air quality across the region.

Chairman Niermann
Page Two

November 22, 2024

Thank you for your attention to this request. We are committed to working alongside TCEQ in this endeavor and look forward to your response. Should you have any questions, please contact Jenny Narvaez, Program Manager at the North Central Texas Council of Governments, at 817-608-2342 or jnarvaez@nctcog.org.

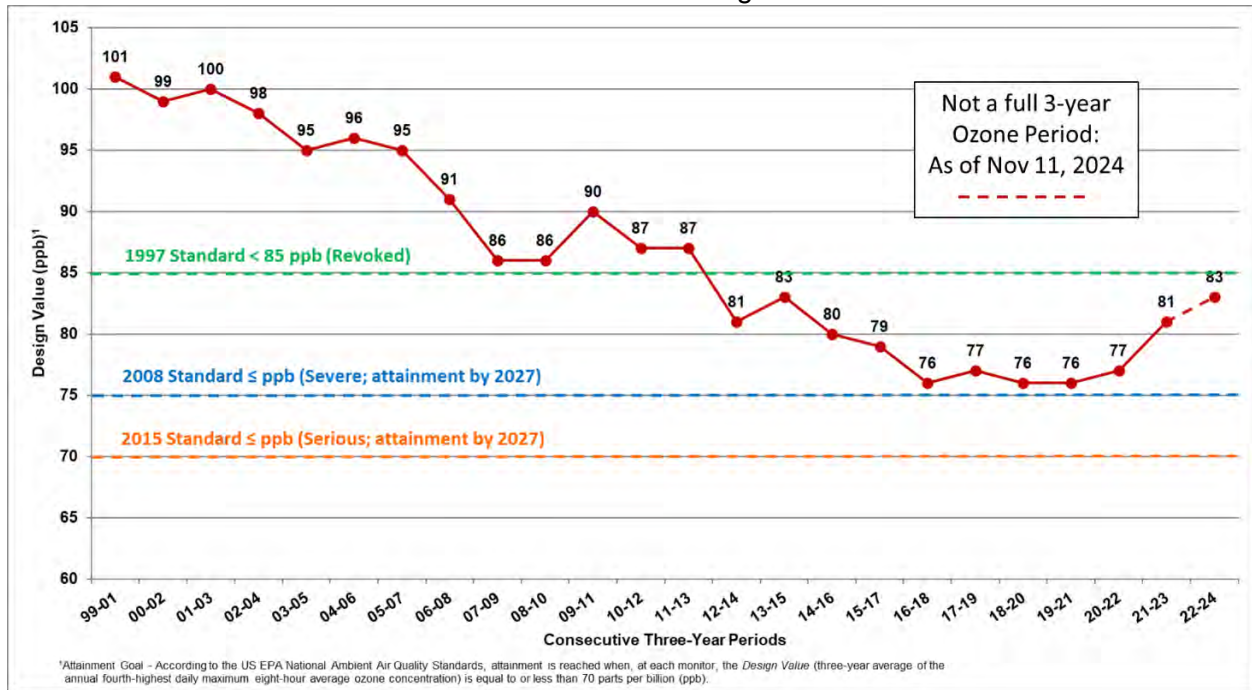
Sincerely,



Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

JN:js
Attachments

Attachment 1: Dallas-Fort Worth Observed Ozone Design Value



Attachment 2: Anthropogenic emissions for analysis years from multiple Attainment Demonstration State Implementation Plan emissions inventories for the Dallas-Fort Worth 2008 ozone National Ambient Air Quality Standard 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2026, the ozone design value continues to be in an upward trend and is currently at 83 ppb (end of 2024 ozone season).

DFW 10-County Nonattainment Area Nitrogen Oxides (NOx) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Jon Niermann, *Chairman*
Bobby Janecka, *Commissioner*
Catarina R. Gonzales, *Commissioner*
Kelly Keel, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 10, 2024

Clay Lewis Jenkins, Chair
Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Judge Jenkins:

Thank you for your letter dated November 22, 2024, on behalf of the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). The Texas Commission on Environmental Quality (TCEQ) acknowledges the RTC's concern for ozone levels in the Dallas-Fort Worth (DFW) area and shares its commitment to achieve sustained monitored attainment in the DFW area as well as the state's other nonattainment areas.

TCEQ's review of the 2023 and 2024 ozone seasons in the DFW area suggests that meteorology is the key driver for differences between observed ozone values and modeled ozone values in the attainment demonstration (AD) State Implementation Plan (SIP) photochemical modeling. The 2023 and 2026 future case modeling episodes in the AD SIP photochemical modeling use meteorology from the 2019 base year, which was selected since it exhibited typical meteorological conditions that are conducive to ozone formation in the DFW area. However, review of the 2023 and 2024 meteorology suggests that, in the DFW area, these two years exhibited significantly more ozone-conducive meteorology than was observed in 2019. Monthly average temperatures in 2023 and 2024 were higher compared to 2019 as measured at DFW International Airport. Further, based on the Palmer Drought Severity Index (PDSI) and Palmer "Z" scores, the 2023 and 2024 ozone seasons were significantly drier than 2019 in the north central region of Texas, which includes the DFW area. Higher temperatures, a reliable proxy for higher solar radiation and clear skies, and dry conditions with low humidity observed in 2023 and 2024 were more conducive to ozone formation than those included for the 2019 base case. This likely resulted in the differences between modeled 2023 ozone concentrations and the observed ozone concentrations in the past two years.

TCEQ is committed to continually investing in scientific research for better understanding of air quality in Texas. TCEQ directly sponsors applied research projects to support SIP development and has funded the Texas Air Quality Research Program (AQRP), administered by the University of Texas at Austin to support scientific research related to Texas air quality. Further information on TCEQ-funded and AQRP-funded research projects is available at TCEQ's Air Quality Research and Contract Projects webpage (<https://www.tceq.texas.gov/airquality/airmod/project/pj.html>) and the University of Texas at Austin's AQRP webpage (<https://aqrp.ceer.utexas.edu>).

TCEQ takes its responsibility to protect the environment and public health seriously. As a result of state, local, and federal air pollution control measures to reduce ozone precursor emissions from all source categories (area, non-road, on-road, and stationary), air quality in the DFW area has improved dramatically since 1991, despite a population increase of 90% in the area.

TCEQ appreciates the RTC's continued efforts to consider potential air quality impacts as it oversees areawide transportation planning, which impacts on-road mobile emissions as well as construction-related non-road mobile emissions. While Texas is federally pre-empted from

Judge Jenkins
Page 2
December 10, 2024

directly regulating mobile sources, TCEQ's Texas Emission Reduction Plan (TERP) promotes voluntary emissions reductions from mobile sources throughout the state, including the DFW area. Since 2001, TERP has helped reduce 86,086 tons of nitrogen oxides (NO_x) in the DFW area, and recent TERP projects reduced 5.05 tons of NO_x per day in the DFW area in fiscal year (FY) 2024.

Additionally, a broad range of SIP control measures have been implemented for area and stationary sources in the DFW ozone nonattainment area. Most recently, rulemaking was adopted to apply existing rules to even smaller sources of NO_x and volatile organic compounds (VOC) emissions in the DFW nonattainment area to ensure necessary emissions reductions needed for attainment under the more stringent severe classification for the 2008 ozone standard.

Thank you for expressing your concern and your commitment to working with TCEQ to continue improving air quality in the DFW area. Please contact Donna F. Huff, Deputy Director of the Air Quality Division, with questions or additional input.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard C. Chism". The signature is fluid and cursive, with the first name "Richard" and last name "Chism" clearly distinguishable.

Richard C. Chism, Director
Office of Air
Texas Commission on Environmental Quality

Double Standard Concerns Facing the North Central Texas Region for Permitting Negative Impacted Sources in our Region.

To whom this may concern:

As a County Commissioner in a non-attainment air quality county, per your definition. I am concerned as to how TCEQ says that if our region does not comply with air quality standards that we will be penalized and businesses will receive fines that are not in compliance; and yet TCEQ letters come to me notifying cement plant-oriented businesses have met approval. So, how can we gain with a growing population of motoring vehicles in a non-attainment area when the permitting process continues to allow not only negative impact products by these cement companies to be part of a study but also expansions or landfills, i.e. Turkey Creek landfill. Yet the economic development side of this will be impacted greatly to encourage business growth is a mood point if we are inviting them into a non-attainment area where they will be fined for simply doing business.

Regards,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Commissioner
Johnson County, Precinct 1

Jon Niermann, *Chairman*
Bobby Janecka, *Commissioner*
Catarina R. Gonzales, *Commissioner*
Kelly Keel, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 27, 2024

COMMISSIONER RICK BAILEY
JOHNSON COUNTY, PRECINCT 1
3400 FM 1434
CLEBURNE TX 76033

Re: TCEQ letter on double standard concerns facing the North Central Texas Region for permitting negative impacted sources in your region

Dear Commissioner Bailey:

Thank you for your letter to the Texas Commission on Environmental Quality (TCEQ) regarding concerns on permitting impacts in the North Central Texas Region. TCEQ is committed to protecting the health of the people of Texas and the environment. When a permit application is received, the Executive Director is required to review the permit application to ensure all state and federal regulatory requirements are met and emissions associated with the plant will be protective of human health and the environment.

Johnson County is part of the Dallas-Fort Worth (DFW) nonattainment areas under both the 2008 ozone standard of 75 parts per billion (ppb) and the 2015 ozone standard of 70 ppb. Ozone nonattainment areas are subject to specific federal air quality planning requirements. In the DFW area, air quality planning requirements include nonattainment new source review permitting and offsets at a 1.3-to-1 ratio, a major source emissions threshold of 25 tons per year, an enhanced vehicle emissions inspection program, and emissions control measures for sources of nitrogen oxides and volatile organic compounds, which are the precursors of ozone. These planning requirements are part of the State Implementation Plan (SIP), along with demonstrations that ozone precursor emissions reductions are occurring on a continual basis and that the area will reach attainment by its federally imposed attainment date.

On May 7, 2024, the commission submitted the *State Implementation Plan for the Dallas-Fort Worth Severe Area Attainment Demonstration for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* and the *State Implementation Plan for the Dallas-Fort Worth Severe Area Reasonable Further Progress for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* to the U.S. Environmental Protection Agency. Attainment demonstration and reasonable further progress SIP revisions for the current serious nonattainment classification under the 2015 ozone standard are due to EPA by January 1, 2026. For information on the DFW SIP, please visit TCEQ's [Dallas-Fort Worth and the State Implementation Plan](https://www.tceq.texas.gov/airquality/sip/dfw) webpage (<https://www.tceq.texas.gov/airquality/sip/dfw>).

In a nonattainment county, such as Johnson County, there are different levels of permit authorizations that are available depending on the facility. Nonattainment New Source Review (NNSR) permitting is applicable for major sites, defined as a site emitting over the threshold for the nonattainment pollutant in that county. Johnson County has been designated as nonattainment for ozone with the precursors being nitrogen oxide (NOx) and volatile organic compounds (VOC). When a NNSR permit is received, the Executive Director is required to review the permit application to ensure all state and federal regulatory requirements are met and emissions associated with the plant will be protective of human health and the environment. NNSR permits must include Lowest Achievable Emission Rate (LAER), which is the most stringent emission limitation derived from either of the following: the most stringent emission limitation contained in the implementation plan of any state for such class or category of source; or the most

Commissioner Bailey

Page 2

December 27, 2024

Re: TCEQ letter on double standard concerns facing the North Central Texas Region

stringent emission limitation achieved in practice by such class or category of source. Additionally, the facility must purchase offsets to operate a facility that has exceeded the nonattainment limits.

TCEQ does not have jurisdiction to consider plant location choices made by an applicant when determining whether to approve or deny a permit application, unless a statute or rule imposes specific distance limitations that are enforceable by the TCEQ. Zoning and land use are beyond the authority of the TCEQ for consideration when reviewing air quality permit applications and such issues should be directed to local officials. The issuance of an air quality authorization does not override any local zoning requirements that may be in effect and does not authorize an applicant to operate outside of local zoning requirements. Although TCEQ cannot consider zoning or land use, the TCEQ does conduct a health effects review to ensure that there will be no adverse impacts to human health and welfare.

If you need further information or have any questions, please contact Mr. Samuel Short at (512) 239-5363 or at Samuel.short@tceq.texas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Samuel Short", followed by a long horizontal line extending to the right.

Samuel Short, Deputy Director
Air Permits Division
Office of Air
Texas Commission on Environmental Quality



**COLLIN
COUNTY**

J. Duncan Webb, Commissioner, Pct. 4
Jack Hatchell Administrative Building
2300 Bloomdale
Suite 4192
McKinney, Tx 75071

January 14, 2025

Richard C. Chism, Director
Office of Air
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies

Dear Mr. Chism:

On behalf of Collin County, I am addressing the Texas Commission on Environmental Quality's (TCEQ) recent response to the Regional Transportation Council's (RTC) concerns regarding elevated ozone levels in the North Central Texas region. While TCEQ's response thoroughly discusses historical meteorological data and existing programs, it falls short of addressing the specific, actionable steps and collaborative measures sought to mitigate the region's challenges.

As printed in Table ES-2, the Dallas-Fort Worth Severe Area Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard projects a future case design value for the Frisco regulatory ozone monitor, located in Collin County, at 72 ppb for 2026. However, the design value for this monitor during the 2024 ozone season was recorded at 79 ppb, with the fourth-highest values for 2022, 2023, and 2024 being 73, 82, and 84 ppb, respectively. According to your response, these high readings are attributed to meteorological factors beyond regional control. Nonetheless, should the region fail to meet the 2008 ozone standard by 2026, Section 185 fees will become applicable. Given the persistent upward trend, this raises a critical question: How can Collin County achieve the 72 ppb reading and attain the severe standard predicted by TCEQ's model?

The request for a comprehensive assessment to identify key contributors to rising ozone levels and address discrepancies between observed and modeled values has not been fulfilled. Meteorological factors are acknowledged, but there is no commitment to a targeted investigation to pinpoint local or regional contributors. An investigation is essential for developing practical and actionable mitigation strategies. Additionally, it is mentioned that the meteorology used in the photochemical modeling is from 2019, whereas the observed meteorology for 2023-2024 was more conducive to ozone formation. I request a more comparable year of meteorological data for future analysis, as meteorology is the key driver based on your response.

The RTC sought specific guidance on reducing mobile source emissions, a significant contributor to ozone levels in the region. Although you reference programs such as the Texas Emissions Reduction Plan (TERP) and voluntary reduction initiatives, the lack of tailored recommendations leaves the region and

January 9, 2025

Collin County without clear, actionable steps to implement immediately. To be successful, specific strategies must be provided to empower the counties within the area to take decisive action. Additionally, stationary and area sources contribute to ozone formation, and the RTC requested support to evaluate and manage these emissions. However, your response only mentions general control measures and not a detailed collaboration framework to address these concerns. Without a structured plan, mitigating the localized impacts of these sources becomes challenging.

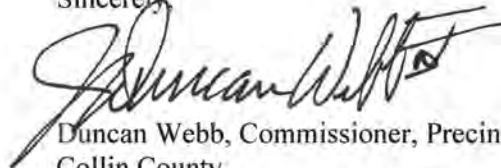
Background ozone contributions present another layer of complexity in achieving compliance with ozone standards. While strategies were requested to address these contributions, specific insights or solutions for managing background ozone levels were not provided. This hinders the development of a comprehensive approach to reducing ozone concentrations in Collin County and the region. Furthermore, the RTC emphasized the importance of analyzing the upward trend in ozone design values observed since 2017. Your response focuses on meteorological factors specific to 2023–2024 but fails to address broader trends or the potential role of other contributors since 2017. This gap in analysis leaves critical questions unanswered, further complicating mitigation efforts.

To ensure progress toward compliance with ozone standards, we respectfully request the following:

1. **Comprehensive Investigation:** Conduct a targeted assessment to identify the primary contributors to elevated ozone levels at the Frisco monitor and address discrepancies between observed and modeled values.
2. **Updated Meteorological Data:** Utilize a year closer to the years of the observed data.
3. **Tailored Strategies for Mobile Emissions:** Provide specific, actionable steps to reduce mobile source emissions in the region.
4. **Collaboration on Stationary Sources:** Develop a detailed framework for evaluating and managing emissions from stationary and area sources.
5. **Background Ozone Management:** Propose strategies to mitigate the impact of background ozone contributions.
6. **Broad Trend Analysis:** Investigate the factors contributing to the increasing ozone design values since 2017 to inform more effective mitigation efforts.

We appreciate your attention to these pressing concerns and look forward to collaborating with TCEQ to address them. Should you have any questions or require additional information, please feel free to contact me or our Director of Engineering, Clarence Daugherty.

Sincerely,



Duncan Webb, Commissioner, Precinct 4
Collin County
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071
(972) 548-4631
jdwebb@collincountytx.gov



Local Clean Air Project Spotlight

Hannah Thesing
Surface Transportation Technical Committee
2.28.2025

North Texas Resilient Electric Vehicle (NTX-REV) Plan

The NTX-REV plan aims to enhance electric vehicle (EV) infrastructure to ensure critical EV travel continuity during grid outages

Resilience improvements are needed due to:

- Increasing power demand causing grid strain
- Power interruptions due to weather events
- Increased load due to population and economic growth
- Aging grid infrastructure
- Increasing EV adoption in critical operations (emergency services/first responders, refuse collection, public works, freight)

Texas has had more outages in the last 5 years than any other state

Outages lasted an average of 160 minutes

Most outages caused by severe weather*

*Source: [Payless Power](#)



Source: Getty



Source: City of Plano



Source: Getty

North Texas Resilient Electric Vehicle (NTX-REV) Plan

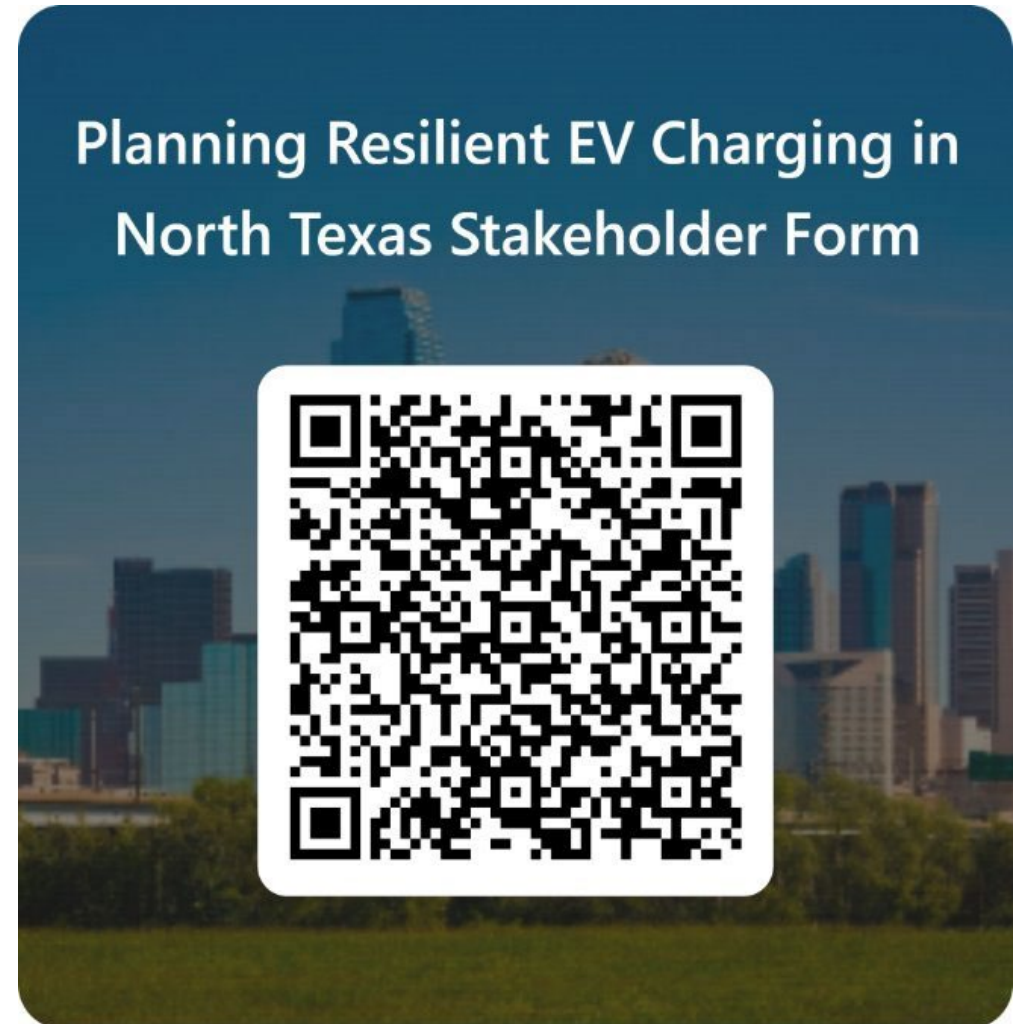
Project Tasks:

- Conduct stakeholder involvement to identify resiliency strategies and critical operations in the region
- Draft resiliency plan
- Evaluate strategies, technologies, & equipment via:
 - Tabletop Scenario
 - Technology Demonstration
- Incorporate recommendations into local and regional hazard mitigation plans

Get Involved:

- Stakeholders can support project by:
 - Providing input at quarterly meetings (First meeting: March 26, 2025, at 10:00am)
 - Contributing to the distribution/adoption of the plan and recommendations
 - To become a stakeholder, complete the Stakeholder Form
- Distribute Stakeholder Flyer

Learn more at www.dfwcleancities.org/planning-resilient-ev-charging-in-texas



Contact Us



Hannah Thesing
Air Quality Planner II
hthesing@nctcog.org



Savana Nance
Principal Air Quality Planner
snance@nctcog.org



Lori Clark
Senior Program Manager and
DFWCC Director
lclark@nctcog.org



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org

DALLAS DISTRICT PROGRESSES

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

Drive Like a Texan — *kind, courteous and safe.*



Texans take pride in their community, from holding doors open to helping neighbors, but too often that spirit is left behind on the road, leading to preventable crashes. To address this, the Texas Department of Transportation (TxDOT) launched a new initiative, Drive Like a Texan, this past December. This data-driven campaign emphasizes the pride, camaraderie, and responsibility of being a Texan, reminding drivers to carry those values onto the road.

"We want a fresh, heartfelt approach to how we talk about road safety. It doesn't matter how long you've lived here, or where you're from. All that really matters is that you embrace those values that represent the best of Texas," said TxDOT Deputy Executive Director Brandye Hendrickson. "The message is simple: take pride in how we treat each other on and off the road."

Though traffic fatalities decreased in 2023, an average of 12 people still die on Texas roads daily. The Drive Like a Texan campaign promotes a unifying message to save lives. It encourages Texans to remember who we are, how we treat each other, and our shared values.

Look for the campaign on television, social media, websites, and billboards starting this winter. It will become TxDOT's leading safety campaign. Whether letting someone merge, slowing down

in busy areas, or showing patience, the campaign encourages Texans to drive with kindness, courtesy, and safety—embodying the true Texan spirit. TxDOT encourages everyone to always to Drive like a Texan — kind, courteous and safe. ■

At Right: Drive Like A Texan highlights the "Texas Wave" as part of the digital campaign.



SOURCE: TxDOT

Photo credits: TxDOT

Above: TxDOT unveiled the new Drive Like A Texan campaign in North Texas at Lynn Creek Park in December.

JANUARY 2025 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	BID (M)	+/- (%)	EST. TOTAL COST (M)	CONTRACTOR
1	0196-02-126	I-35E	At Corporate Drive	Interchange improvement	\$202.72	\$217.96	7.52%	\$268.47	Sema Construction, Inc.
2	0260-04-005	SS 73	I-35E to FM 877	Rehabilitate existing roadway	\$4.37	\$3.78	-13.33%	\$4.66	Texas Materials Group, Inc.
3	2054-01-018	FM 2164	FM 455 to N of SL 288	Hwy. improvement, widen road - add shldrs.	\$10.47	\$9.99	-4.64%	\$11.63	Eurovia Atlantic Coast LLC
4	3148-01-011	FM 3097	FM 549 to E of Tubbs Road	Reconstruct existing roadway	\$3.07	\$3.02	-1.81%	\$3.56	Texas Materials Group, Inc.

** District FY 2024 Letting Cap.

EST. JANUARY 2025 TOTALS	\$220.63	\$234.75	-3.07%
DISTRICT FY CUMULATIVE LETTINGS	\$563.24	\$537.82	
DALLAS DIST. FY LETTING VOLUME CAP	\$1,301,360,000**		

FEBRUARY 2025 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-11-254	I-30	I-35E to I-45	Widen freeway	\$739.61
2	0816-02-089	FM 455	East of Marion Rd. to US 377	Rehabilitate existing roadway	\$6.32
3	2681-01-029	FM 2499	FM 2499: FM 1171 to Tarrant C/L to FM 3040; BS 121H to I-35E SB frontage road	Full depth concrete repair and pavement marking	\$2.47
*	0581-01-165	Various	Various intersections to in the City of Dallas	Traffic signal improvements	\$4.27
*	0918-00-431	Various	Various locations to preventative maintenance FY 25	Preventive maintenance	\$4.63
*	0918-46-355	Various	Various locations to in Denton County	Preventive maintenance	\$1.93

* Unmapped.

ESTIMATED TOTAL \$759.23 M

COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1-31, 2024)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0081-06-042	US 377	US 380 to Grayson County line	Rehabilitate existing roadway	\$7.5	1/06/2025
2	0092-14-104	I-45	Overton to I-20	Hazard elimination & safety	\$3.5	1/21/2025
3	0196-02-132	I-35E	Frankford Rd. to Corporate Dr.	Corridor traffic management	\$17.6	1/30/2025
4	1012-01-017	FM 543	At Taylor Branch, Sabine Creek, and South Creek #1	Bridge replacement	\$3.0	1/16/2025
5	2374-02-164	I-635	Old Seagoville Rd. to SH 352	Hazard elimination & safety	\$4.2	1/08/2025

ESTIMATED TOTAL \$35.8 M

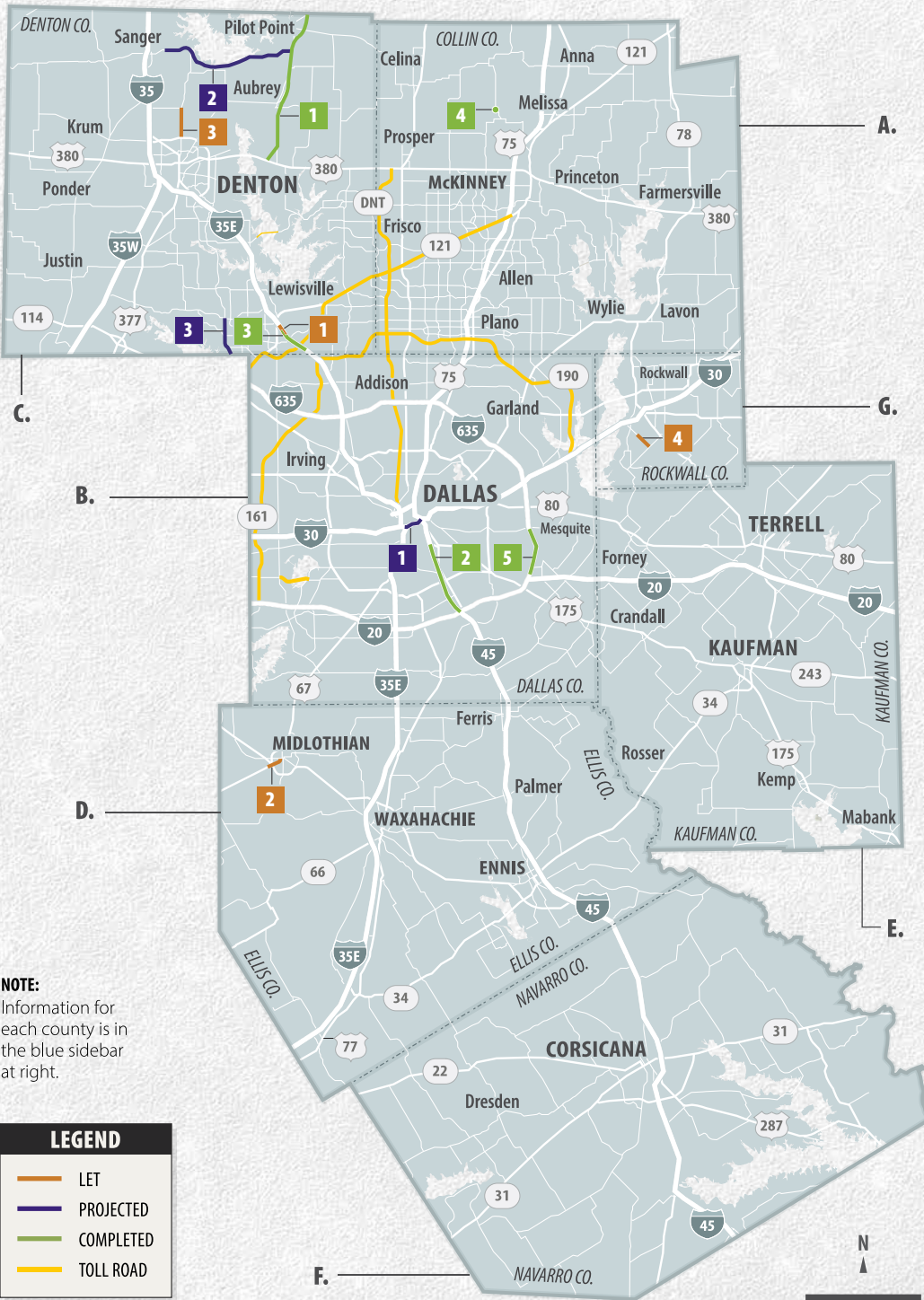
SOURCE: Texas Department of Transportation

TxDOT graphic



DALLAS DISTRICT PROJECTS MAP

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

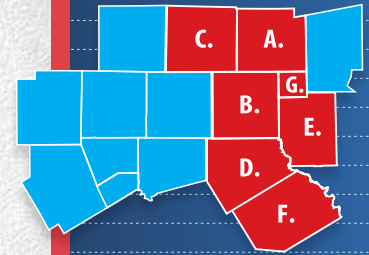


NOTE:
Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2024 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,560,191
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,229,632
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,716,721
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,036,720
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 228,511
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 161,562
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,873
LANE MILES: 1,276

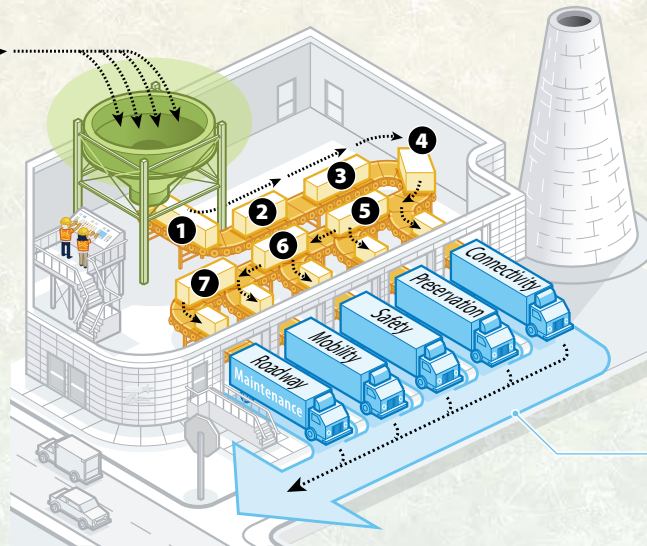
G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 131,172
LANE MILES: 365

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

1. FUNDING SOURCES



2. ADVANCED PLANNING

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

3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: TxDOT

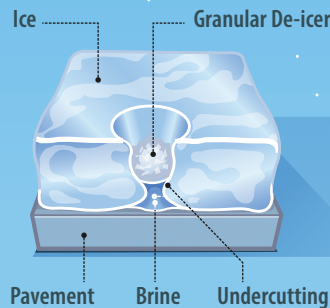
TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

TXDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

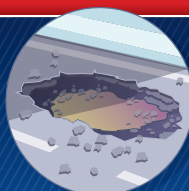
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: TxDOT

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

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



MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Work Zone Data Exchange Call for Projects

Feedback on Regional Electric Vehicle Charging Station Projects

Local Clean Air Projects Showcase and Funding Opportunities

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, January 13, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at <http://www.publicinput.com/nctcogJan25>. Chris Klaus, Senior Program Manager, moderated the meeting attended by 99 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Work Zone Data Exchange Call for Projects **presented by Vickie Morris**
- Feedback on Regional Electric Vehicle Charging Station Projects **presented by Joslyn Billings**
- Local Clean Air Projects Showcase and Funding Opportunities **presented by Trey Pope**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogJan25.

Summary of Presentations

Work Zone Data Exchange Call for Projects: <https://www.nctcog.org/getmedia/e92cb616-e621-402c-a839-8b4b58bd08ca/WZDx-Implementation-CFP.pdf>

The purpose of the Work Zone Data Exchange is to track data for lane closures and other roadway activities and communicate them through a common avenue. The Regional Transportation Council (RTC) approved \$2.5 million in funding for a Work Zone Data Exchange Call for Projects. The call was open to any public sector agency in North Central Texas actively involved in work zone management, and staff is recommending all seven applicants to receive funding.

The RTC will take action on the Work Zone Data Exchange Call for Projects in February 2025. Implementation is expected to begin Summer 2025.

Feedback on Regional Electric Vehicle Charging Station Projects presentation:
<https://www.nctcog.org/getmedia/28bba9e5-2db8-476e-b06d-3bad27763275/Feedback-on-Regional-Electric-Vehicle-Charging-Station-Projects.pdf>

NCTCOG is involved in multiple electric vehicle (EV) charging station deployment projects bringing nearly \$90 million to the region. Staff is seeking feedback on how to deploy this funding from residents, public agencies and private organizations who may be interested in EV charging.

The Texas EV Infrastructure Plan will aid in building a statewide network of EV charging stations. The first phase of planning is nearly completed, with some charging sites already open. NCTCOG staff is assisting TxDOT with infrastructure location recommendations for this plan that will help fill in urban charging gaps within the 12-county Metropolitan Planning Area.

The Federal Highway Administration (FHWA), as part of the Charging and Fueling Infrastructure (CFI) Community Program, has allocated \$15 million for the North Texas Equitable Infrastructure Project. This funding is intended to help build up to 100 EV charging ports on public property located in the 16-county Dallas-Fort Worth region.

For more information on EV infrastructure in North Central Texas, visit <https://www.publicinput.com/nctcogEVcharging>.

Local Clean Air Projects Showcase and Funding Opportunities presentation:
<https://www.nctcog.org/getmedia/de121c6d-2f58-492f-873f-6f2a995e0007/Local-Clean-Air-Project-Spotlight-January-2025-Public-Meeting.pdf>

NCTCOG works closely with regional partners to develop and implement strategies, policies and programs to enhance air quality. NCTCOG also periodically makes opportunities available for public and private entities to compete for funding intended to reduce the emissions of their fleets and purchase cleaner vehicles and equipment.

For detailed information on past projects and current funding opportunities, visit www.nctcog.org/AQFunding.

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

Website

Eric J. Smith, Citizen

I live in Grand Prairie in immediate proximity to the I-30 Park and Ride. While the lot has many unintended uses, like homeless encampment and site of impromptu car shows and 4th of July illegal fireworks displays, the legitimate use is almost nil. This is due to Grand Prairie resolutely not entering into any cooperation or relationship with DART (and Arlington being equally resolute against Fort Worth transit). Are there any plans for better use of this lot? Is there any chance it will be sold back to private development as the Beltline and I-30 exchange is redeveloped? If these lots are to remain, are charging stations envisioned? — Eric J. Smith

Response by NCTCOG Transportation Staff

Hi, Eric! With regard to placement of charging stations, NCTCOG is actively seeking input via the TxDOT interactive map at www.publicinput.com/nctcogevcharging. Our staff will note the suggestion of adding charging stations to this location but encourage also submitting suggestions of specific locations through the TxDOT interactive map to ensure it's inventoried publicly through this tool. NCTCOG will be evaluating opportunities to build additional chargers in the next few months. The input gathered through that map will be helpful in guiding conversations with property owners about potential for charging stations. With regard to your question about the plans for the lot in Grand Prairie, would you allow us to share your contact information with a Grand Prairie city representative for further discussion in answer to your question?

Response by Eric J. Smith, Citizen

You may share my info with Tony Shotwell, my district city councilman or anyone appropriate in the city. I should also note that New Years Eve was much more peaceful as the lot was closed, I assume by the city.

Mail

Phyllis Silver, Citizen

1. Please see Attachment 1 for comments received via postal mail.

NCTCOG Public Meeting, January 13, 2025

Overall Question + Comment:

Question for Joslyn Billings and Trey Pope that I had wanted to ask during the January 13 Public Meeting, when the *3 telephone function was not working, resulting in my inability to ask the question at that time: With the new administration in Washington, DC placing less emphasis on electric vehicles and clean air, do you see this as impacting your programs?

Comment: I am concerned because indications are that the EPA will be relaxing their clean air standards.

Work Zone Data Exchange Call for Projects

Questions: Will the work zone data cover city streets (roads) in addition to highways? Motorists are badly inconvenienced when portions of a street are closed for repair or construction with no information on site about alternate routes.

2) Is this work zone data display on people's cell phone/computer or on a signboard on the road or both?

Feedback on Regional Electric Vehicle Charging Station Projects

Questions - PJ3: How do you account for the large increase in registered attendees at the 2021 NBEW registration?

2) What do you attribute to the sharp decrease in both registered attendees and registered EV's from 2021 to 2022, 2023, and 2024?

Local Clean Air Projects Showcase and Funding Opportunities

Comment: I am pleased that the large diesel trucks outlined in this presentation are scheduled to be replaced by electric trucks. The emissions from the older large trucks must be quite high and this will be a welcome improvement.

1/30/2025 Phyllis Silver
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.

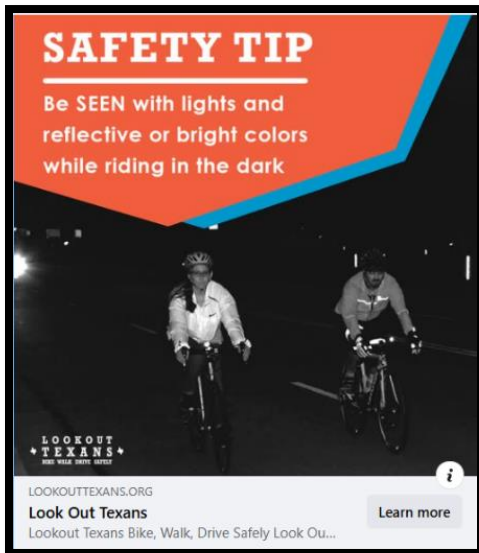
This document is a compilation of general public comments submitted from Friday, Dec. 20, 2024, through Sunday, Jan. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to bicycle/pedestrian/sustainable development initiatives and high-speed rail were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 28 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department



PLEASE !! PLEASE !!!! PLEASE !! I WORKED MIDNIGHT SHIFT FOR 30 YEARS AND SAW SOOOOOO MANY CYCLISTS, JOGGERS, WALKERS COME SO CLOSE TO DEATH. PLEASE WEAR WHITE OR BRIGHT!!!! — Merrilee Soelberg Franz

My city has no signs about sharing the road. City of Plano, Texas Government, please help to protect pedestrians and cyclists from angry drivers who think they know the law. This is why we frequent Richardson, Texas. — Kayla Rae Sikora

High-Speed Transportation

X (Formerly Twitter) –

1. High-speed rail is an insane, wasteful joke. Transportation bureaucrats like DFW federal appointee Michael Morris who heads the @NCTCOGtrans committee see these taxpayer-funded boondoggles as an endless source of revenue to maintain their jobs and lifestyles. Same guy who brought you outrageously expensive, foreign-owned toll roads. It's time to rethink everything. — Chris Putname (@DallasXCEO)

This article is over a decade now and nothing has changed. Morris is single-handedly responsible for DFW's traffic issues, outrageously expensive, wasteful and unsafe "transit" solutions, the proliferation of expensive, foreign-owned toll roads and is now the tip of the spear of the high-speed rail taxpayer boondoggle. He is the very problem – not the solution. And it's time for him to go and for the NCTCOG to have actual voter oversight and accountability. <https://dallasobserver.com/news/michael-morris-is-the-king-of-dfw-politics-and-the-king-says-the-highways-stay-7130012> — Chris Putname (@DallasXCEO)

California [REDACTED]. Texas HSR would be amazing. Call it a boondoggle all you want. Texas would benefit huge from these projects. 🇺🇸 — Adam M. (@adamaoc)

Always looking for ways to launder taxpayer dollars. — Nathan Petter (@MachoSStorage)

Instagram –

1. This month we're highlighting innovations that could revolutionize the way we live, work and play in North Texas. Did you know NCTCOG has been planning a high-speed rail line in North Texas? This line would run along Interstate Highway 30 from Fort Worth to Dallas, with a stop in Arlington, and connect to a planned Dallas-to-Houston project. Learn more on our website (link in bio) — NCTCOG Transportation Department (@nctcostrans)



I would love a Japanese N700S Shinkansen between Dallas and Fort Worth with a stop in Arlington. — (@xyzxc419)

Transit

X (Formerly Twitter) –

1. Has [@NCTCOGtrans](#) studied commuter-pair cities outside Dallas & Ft Worth? Forney-Frisco seems common among peers (college-educated 2nd gen immigrant office worker). Direct bus won't be faster than 1hour drive, but would be safer, cheaper, more sustainable, & reduce congestion — Hexel ([@hexel_co](#))

Denton & Fort Worth have the North Texas Xpress. Currently down to a single departure time in morning/evening. <https://dcta.net/getting-around/rail-bus-services/regional-routes>
— Eric Pruett ([@BashfulBits](#))

Alternative Fuel Vehicles

X (Formerly Twitter) –

1. [@NCTCOGtrans](#) and [@Dallasschools](#) selected to receive over \$62.1 million in total funding to assist in purchasing 244 zero-emission vehicles as part of the new Clean Heavy-Duty Vehicles Grant Program. — EPA Region 6 ([@EPAregion6](#))





North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

MAR. 10 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

NCTCOG is developing Mobility 2050, the region's next long-range Metropolitan Transportation Plan (MTP). This plan will guide transportation investments and address regional needs through 2050. Staff will provide an update on the plan's progress and next steps. For more information, visit nctcog.org/PlanInProgress.

START OF THE 2025 OZONE SEASON

March 1st marks the beginning of the 2025 ozone season for North Central Texas nonattainment areas. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. An update will be provided on overall regional air quality, including measures put in place to reduce emissions.

TITLE VI PROGRAM UPDATE FOR 2025

As a recipient of federal funding, the North Central Texas Council of Governments (NCTCOG) is required to maintain a Title VI Program and complete a review and update every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions NCTCOG takes to ensure non-discrimination based on race, color, and national origin. Staff will highlight NCTCOG's 2025 Title VI Program as well as specific updates.

FUNDING RECOMMENDATIONS TO UPGRADE EXISTING EV CHARGING STATIONS

In January 2024, NCTCOG was awarded approximately \$3.6 million in federal funds from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator Program to repair, replace and/or upgrade existing but non-operational and publicly accessible electric vehicle (EV) charging infrastructure. Staff has evaluated the list of eligible locations provided by FHWA and developed funding recommendations to issue subawards through the program.

ONLINE REVIEW + COMMENT

TRANSIT 2.0: INITIAL DRAFT REPORTS

REGIONAL TRANSIT PARTNERSHIPS AND FEDERAL DISCRETIONARY GRANT FUNDING UPDATE

No in-person presentations. Handouts will be posted online at www.publicinput.com/nctcogMar25.

RESOURCES + INFORMATION

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

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

Try Parking It www.TryParkingIt.com

Access North Texas www.AccessNorthTexas.org

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogMar25 or participate via phone by dialing 855-925-2801 then code 11112.

[f](https://www.facebook.com/nctcogtrans) [@](https://www.instagram.com/nctcogtrans) [X](https://www.x.com/nctcogtrans) [in](https://www.linkedin.com/company/nctcogtrans) @nctcogtrans