

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, March 28, 2025

North Central Texas Council of Governments

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

1:30 – 1:35

1. Approval of February 28, 2025, Minutes

Action Possible Action Information Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the February 28, 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. Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the RTC and the North Central Texas Council of Governments (NCTCOG) Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#).

Performance Measure(s) Addressed: Administrative

1:40 – 1:50

3. **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. April Surface Transportation Technical Committee Meeting will be Virtual As Well
2. Partnership Meetings to Resolve Dallas Area Rapid Transit Funding Concerns ([Electronic Item 3.1](#))
3. Progress on Federal Discretionary Grants ([Electronic Item 3.2](#))
4. Progress on Traffic Signals

Performance Measure(s) Addressed: Administrative

1:50 – 2:05

4. **Mobility 2050: Draft Recommendations**

Action Possible Action Information Minutes: 15

Presenter: Brendon Wheeler, NCTCOG

Item Summary: A summary of the draft Mobility 2050 recommendations will be presented. Plan recommendations include policies, programs, and projects to advance improvements for a multimodal transportation system within the region and can be found online for review at www.nctcog.org/planinprogress.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan to a minimum of every 4 years and forecast at least 20 years into the future. Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, currently under development, must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Draft recommendations will be shared at the North Central Texas Council of Governments April and May Public Meetings.

Performance Measure(s) Addressed: Roadway, Transit

2:05 – 2:15

5. **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 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

2:15 – 2:25

6. 2025 Title VI Program Updates

Action Possible Action Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will describe updates to the Title VI Program. Updates are necessary for compliance with federal civil rights requirements.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations to update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions North Central Texas Council of Governments (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Title VI Program update has undergone a public comment period. Additional information is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

2:25 – 2:40

7. Development of the 2027 – 2030 Transportation Improvement Program

Action Possible Action Information Minutes: 15

Presenter: Brian Dell, NCTCOG

Item Summary: The Committee will be briefed on the 2027-2030 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on their active projects. The data from these meetings will be assessed and

organized into a draft project listing, which is financially constrained against the funding allocations identified in the Unified Transportation Program. Special attention will be paid to projects that are at risk of losing federal funds or on the Regional Transportation Council's Metropolitan Planning Organization (MPO) Milestone Policy list. Details on the 2027-2030 TIP Development process, timeline, and focus areas are available in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

8. **Regional Transit Performance Measures Update and New Transit Safety Targets**

Action Possible Action Information Minutes: 10

Presenter: Ezra Pratt, NCTCOG

Item Summary: Staff will present an update on two groups of federally required transit performance measures: Public Transit Agency Safety Plan (PTASP) and Transit Asset Management (TAM). Observed progress for the measures will be provided, along with a proposal to adopt new transit safety (PTASP) targets for Fiscal Year (FY) 2026-2029.

Background: In 2021, the Regional Transportation Council (RTC) adopted targets to cover FY 2022-2025 for the federally required performance measures under PTASP. PTASP includes measures related to transit safety for passengers, transit workers, and those who share the road with transit vehicles. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted targets and adopt several new targets required by the Federal Transit Administration. Current progress toward previously adopted federally required performance measures under TAM will also be included for information. TAM includes measures related to keeping all transit vehicles, equipment, facilities, and infrastructure in a state of good repair. A general update and schedule for all federal performance measures will be provided as well. [Electronic Item 8](#) contains additional information.

Performance Measure(s) Addressed: Safety, Transit

2:50 – 3:00

9. **Collin County Mixed-Use Development Study: Draft Report**

Action Possible Action Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide information regarding the draft report on the Collin County Mixed-use Development Study.

Background: In 2020, Collin County and the Cities of Allen, Frisco, Garland, McKinney, Plano, Richardson, and Wylie submitted a

technical assistance request that was incorporated into the Fiscal Year (FY) 2022 and FY 2023 Unified Planning Work Program. The request was to assess the traffic impact of mixed-use development (MXD) in suburban settings with and without transit and compare it to segregated development. The request sought to clarify traffic impacts of MXD to help inform the advancement of infill/densification projects that may encounter public opposition or developer challenges. This discussion will overview the completed study, including project plan, study methods, results, recommendations, and next steps impacting Transit 2.0. The draft report is available for review here: www.nctcog.org/landuseplanning.

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

3:00 – 3:05

10. **Start of the 2025 Ozone Season**

Action Possible Action Information Minutes: 5

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will provide information regarding the region's 2025 ozone season.

Background: The 2025 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. This is the second of three years to be used in determining if attainment will be achieved in 2027. Efforts continue to understand why modeled emissions are opposite to emission levels recorded at regulatory monitors. Daily ozone information, including current conditions and forecasts, is provided at <https://www.nctcog.org/trans/quality/air/ozone>. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

3:05 – 3:15

11. **Fast Facts**

Action Possible Action Information Minutes: 10

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

1. *Aliyah Shaikh* – August 2025 Transportation Improvement Program Modification Request Deadline
2. *Camille Fountain* – Spring 2025 Traffic Incident Management Executive Level Course Announcement – May 1, 2025 ([Electronic Item 11.1](#))
3. *Jill Krauter* – Regional Bike Safety Survey (publicinput.com/bikesafety)
4. *Shawn Conrad* – Regional School/Independent School District Outreach

5. *Chris Klaus* – PM2.5 Standard Nonattainment Update ([Electronic Item 11.2](#)) and ([Electronic Item 11.3](#))
6. *Chris Klaus* – Recent Correspondence from Texas Commission on Environmental Quality ([Electronic Item 11.4](#))
7. *Joslyn Billings* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
8. *Joslyn Billings* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 11.5](#))
 - February Public Meeting Minutes ([Electronic Item 11.6](#))
 - January – February Public Comments Report ([Electronic Item 11.7](#))
 - April Public Meeting Notice ([Electronic Item 11.8](#))

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

13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled to be held virtually at **1:30 pm on April 25, 2025**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, February 28, 2025**

The Surface Transportation Technical Committee (STTC) met on Friday, February 28, 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, Melissa Baker, Kathleen Bednart (representing Gary Graham), Nathan Benditz (representing Daniel Vedral), David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Cedar, Tara Crawford, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Taylor Derden, Pritam Deshmukh, Becky Diviney, Chris Flanagan, Ann Foss (representing Jana Wentzel), Austin Frith, Ricardo Gonzalez, Scott Hall, Tom Hammons, Craig Hancock, Ron Hartline, Barry Heard, Duane Hengst, Daniel Herrig (representing Mark Nelson), Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Than Nguyen (representing Tim Porter), Jim O'Connor, Alfredo Ortiz, Cintia Ortiz, John Polster, Kelly Porter, Cori Reaume (representing Caroline Waggoner), Greg Royster, David Salmon, Joe Schweitzer, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, and Robert Woodbury.

Others present at the meeting were: James Allen, Carli Baylor, Kenny Bergstrom, Bryan Cabrera, Dina Colarossi, Zhen Ding, Kevin Feldt, Analisa Garcia, Bobby Gomez, Rebekah Gongora, Chris Hartke, Jeff Hathcock, Chris Hoff, Gabrielle Hoskins, Amy Johnson, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Jacob Linig, Nancy Luong, Dillon Maroney, Malcolm Mayhew, Michael Morris, Savannah Nance, Jenny Narvaez, Dylan Niles, Joy Olatunde, Prashant Pachore, Donald Parker, Tim Palermo, Autumn Permenter, Vercie Pruitt-Jenkins, Sid Sonck, Brandon Sparkman, Toni Stehling, Juliana VandenBorn, Lizzie Welch, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Hannah Witcher.

1. **Approval of January 24, 2025, Minutes:** The minutes of the January 24, 2025, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:**
 - 2.1. **Endorsement of Regional Transportation Council Local Backstop Funding for Small Transit Operators:** A recommendation for Regional Transportation Council (RTC) approval was requested to utilize 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.
 - 2.2. **May 2025 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
 - 2.3. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets:** A recommendation for Regional Transportation Council (RTC) approval was 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).

A motion was made to approve Items 2.1, 2.2, and 2.3 on the Consent Agenda. Eron Linn (M); Kelly Porter (S). The motion passed unanimously.

3. **2025 Strategic Transportation Funding Program:** Brian Dell presented a recommendation for Regional Transportation Council (RTC) approval of the 2025 Strategic Transportation Funding Program.

A motion was made to recommend Regional Transportation Council (RTC) approval of proposed 2025 Strategic Transportation Funding Program project listings; along with amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding. John Polster (M); Kelly Porter (S). The motion passed unanimously.

4. **Regional Transit Partnerships and Federal Discretionary Grant Funding Update:** Savannah Briscoe provided an update on Regional Transit Partnerships within the region and the Federal Discretionary Grant Funding awarded in 2020. In addition, Savannah requested 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. The action also included a request 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.

A motion was made to recommend Regional Transportation Council (RTC) approval of the allocation of federal funds for: Better Utilizing Investments to Leverage Development (BUILD) grant cost overruns on the east and west segments - \$21.7 million in Surface Transportation Block Grant Program funds (STBG); Accommodating future reconstruction of Interstate Highway 35 East/Stemmons at Trinity Railway Express (TRE) - \$17 million in Carbon Reduction Program (CRP) funds; Victory Station Pedestrian Crossing upgrades - \$6.8 million in STBG Program funds, Silver Line improvements - \$5.6 million in STBG Program funds; TRE track and signal improvements - \$2.5 million in CRP funds; and to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP (STIP), as well as other planning and administrative documents for the Fiscal Year 2020 North Texas Multimodal Operations, Velocity, Efficiency, and Safety BUILD Grant double tracking projects and Regional Transit Partnership projects. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

5. **Local Funding for On-Demand Transit Services in the Southern Dallas Inland Port:** Gypsy Gavia requested 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 Southern Dallas Inland Port area.

A motion was made to recommend Regional Transportation Council (RTC) approval to utilize up to \$750,000 in Regional Toll Revenue (RTR) funds to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in the cities

of DeSoto, Lancaster, Hutchins, and Wilmer; and to administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate this project. Rifat Alam (M); Alfredo Ortiz (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris briefed the Committee on the following topics as listed on the agenda:
 1. March and April 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

7. **Federal and State Legislative Update:** Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

8. **Dallas-Fort Worth Clean Cities Coalition Update:** Juliana VandenBorn provided updates on Dallas-Fort Worth Clean Cities Coalition (DFWCC) initiatives including re-designation approval from the United States Department of Energy (DOE), the 2024 DFWCC Fleet Recognition awardees, and the release of the 2024 DFWCC Annual Survey.

9. **Fast Facts:** Staff provided brief presentations on Items 1 through 4 below:
 1. Chris Klaus – Correspondence with Texas Commission of Environmental Quality
 2. Hannah Thesing – Local Clean Air Project Spotlight
 3. Hannah Thesing – Air Quality Funding Opportunities (www.nctcoq.org/AQfunding)
 4. Hannah Thesing – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 5. Written Progress Reports: Partner Progress Reports, January Public Meeting Minutes, December – January Public Comments Report, March Public Meeting Notice.

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

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

Meeting adjourned at 2:40 p.m.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: March 21, 2025

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the fourth set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments.

NCTCOG has not received direction from the Federal Highway Administration or Federal Transit Administration on the implications to the UPWP resulting from the recent Executive Orders issued by President Trump. NCTCOG anticipates receiving some direction in the future. There may or may not be modifications needed to the UPWP as a result. If modifications are necessary, those items will be incorporated into the development of the FY2026 and FY2027 UPWP which is due to the Texas Department of Transportation in draft form by June 1, 2025.

The following modifications reflect new initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 5.03 Land-use/Transportation Initiatives – White Settlement Downtown Community Development Plan (add initiative and \$200,000 in Transportation Planning Funds)
- 5.09 Regional Military and Community Coordination – Community Noise Mitigation Program (add initiative and \$910,800 United States Department of Defense (DOD) funds and \$405,000 Regional Transportation Council Local funds to reflect receipt of a DOD Office of Local Defense Community Cooperation grant award)
- 5.14 Alternative Fuel Corridor Planning (add initiative and \$200,000 in Transportation Planning Funds)

The following modifications affect existing projects for which text updates and/or financial adjustments are being proposed:

FY2025 Budget Adjustments:

A reallocation of resources across various UPWP Subtasks are noted in the tables below, resulting from NCTCOG’s FY2025 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Federal Transit Administration [FTA], Local, North Texas Tollway Authority [NTTA], Regional Toll Revenue [RTR], Surface Transportation Block Grant Program [STBG], and Texas Department of Transportation [TxDOT]).

FY2025 Allocation of Transportation Planning Funds

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$2,780,000	\$2,997,000	\$217,000
1.02	Program and Policy Administration	\$201,000	\$249,000	\$48,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$162,000	\$162,000	\$0
	Subtask 1 - Administration and Management	\$3,143,000	\$3,408,000	\$265,000
2.01	Development of Travel Models	\$552,000	\$808,000	\$256,000
2.02	Transportation Data Collection and Development	\$212,000	\$223,000	\$11,000
2.03	Model Applications	\$600,000	\$562,000	(\$38,000)
2.04	Demographic Data and Forecasts	\$644,000	\$777,000	\$133,000
2.05	Data Management	\$654,000	\$764,000	\$110,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/ Program Activities	\$267,000	\$226,000	(\$41,000)
2.07	Performance-based Planning and Coordination	\$176,000	\$144,000	(\$32,000)
	Subtask 2 - Transportation Data Development and Maintenance	\$3,105,000	\$3,504,000	\$399,000

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
3.01	Transportation Project Programming	\$1,773,000	\$1,677,000	(\$96,000)
3.02	Regional Air Quality Planning	\$555,000	\$690,000	\$135,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$925,000	\$1,166,000	\$241,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$640,000	\$637,000	(\$3,000)
3.07	Congestion Management Operations	\$0	\$0	\$0
	Subtask 3 - Short-Range Planning, Programming, and Operations	\$3,893,000	\$4,170,000	\$277,000
4.01	Metropolitan Transportation Planning	\$1,923,000	\$1,801,000	(\$122,000)
4.02	Coordination of Transportation and Environmental Planning Processes	\$153,000	\$241,000	\$88,000
4.03	Understanding Public Return on Investment for Transportation Funding	\$0	\$45,000	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$0	\$0	\$0
	Subtask 4 – Metropolitan Transportation Plan	\$2,076,000	\$2,087,000	\$11,000
5.01	Regional Transportation Studies	\$813,000	\$1,141,000	\$328,000
5.02	Subarea Studies and Local Government Assistance	\$736,000	\$725,000	(\$11,000)
5.03	Land-Use/Transportation Initiatives	\$241,694	\$356,694	\$115,000
5.04	Transportation Asset Management	\$87,000	\$87,000	\$0
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$0
5.06	Regional Freight Planning	\$149,000	\$30,000	(\$119,000)
5.07	Roadway and Railroad Safety	\$336,000	\$310,000	(\$26,000)
5.08	Regional Aviation Planning and Education	\$160,000	\$167,000	\$7,000
5.09	Regional Military and Community Coordination	\$150,000	\$223,000	\$73,000
5.10	Transportation Technology and Innovation Program	\$143,000	\$130,000	(\$13,000)

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe And Accessible Transportation Options	\$261,306	\$261,306	\$0
	Subtask 5 – Special Studies	\$3,109,000	\$3,463,000	\$354,000
	Funding Totals	\$15,326,000	\$16,632,000	\$1,306,000

Non-TPF FY2025 Budget Adjustments for Changes Less Than \$200,000

Funding Source	Amount	UPWP Subtasks
CMAQ	\$92,000	1.01 Community Outreach – Increase \$92,000
DOE	\$55,000	3.03 Air Quality Management and Operations – Increase \$55,000
FTA	\$197,300	3.04 Public Transportation Planning – Increase \$197,300
Local	\$145,800	1.02 Program and Policy Administration – Increase \$61,300 3.03 Air Quality Management and Operations – Increase \$10,000 5.08 Regional Aviation Planning and Education -- \$25,000 5.09 Regional Military and Community Coordination – Increase \$49,500
NTTA	\$15,000	5.01 Regional Transportation Studies – Increase \$15,000
RTR	\$640,000	1.03 Fiscal Management – Increase \$10,000 3.01 Transportation Project Programming – Increase \$178,000 3.03 Air Quality Management and Operations – Increase \$52,000 3.06 Congestion Management Planning – Increase \$90,000 4.02 Coordination of Transportation and Environmental Planning Processes – Increase \$150,000 5.01 Regional Transportation Studies – Increase \$160,000
STBG	\$571,500	2.01 Development of Travel Models – Increase \$194,500 3.01 Transportation Project Programming – Increase \$88,000 3.07 Congestion Management Operations – Increase \$4,000 5.01 Regional Transportation Studies – Increase \$225,000* 5.02 Subarea Studies and Local Government Assistance – Increase \$10,000 5.10 Transportation Technology and Innovation Program -- Increase \$50,000
TxDOT	\$56,000	5.01 Regional Transportation Studies – Increase \$56,000

*No individual project adjustment exceeds \$200,000

Specific Projects:

- Task 1 Administration and Management – B. Expected Products (update text to reflect change in purchasing threshold for equipment from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
- 1.02 Program and Policy Administration – Policy and Project Coordination (add \$275,500 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (add \$447,500 of Regional Transportation Council Local funds representing unspent funds from FY2024 and the balance of authorized funding to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (update text to reflect change in purchasing threshold for equipment and software from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
 - 2.01 Development of Travel Models – Economic Evaluation Model (add \$722,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$670,700 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.05 Data Management – Regional Geospatial Imagery (add \$256,600 in Surface Transportation Block Grant Program funds and \$114,100 in Texas Department of Transportation funds to support the acquisition of digital imagery and related data products)
 - 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program (add \$1,400,885 in unspent FY2024 Federal Highway Administration funds, matched with Transportation Development Credits and local funds in the amount of \$336,000 unspent in FY2024 to support initiation of the project, including staff work activities and the procurement of consultants)
 - 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$9,063,840 in Federal Transit Administration funds and \$551,700 in local funds to support disbursement of funds to subgrantees in NCTCOG’s role as the Designated Recipient of Federal Transit Administration funds received for urbanized areas in the region)

- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (update text to reflect a change in the time period from 2024 to 2025 for the administration of emergency assistance funding for the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters)
- 3.05 Transit Management and Operations – Mobility Management (add \$330,000 in Federal Transit Administration funds to continue support for staff work activities)
- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$1,389,600 in Federal Transit Administration funds and \$304,600 in Regional Transportation Council Local funds to support the disbursement of funds for selected partnership projects)
- 3.07 Congestion Management Operations – Traffic Incident Management Training (add \$600,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for staff work activities and the purchase of a software system to assist in analyzing regional crash data and determining crash hotspots)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$1,165,000 in unspent FY2024 Congestion Mitigation and Air Quality Improvement Program funds, matched with Transportation Development Credits, to continue support for staff and consultant activities)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$600,500 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work on systems integration)
- 4.02 Coordination of Transportation and Environmental Planning – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add \$150,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, \$461,700 in unspent FY2024 Texas Water Development Board funds, and \$5,000 in unspent FY2024 Regional Transportation Council Local funds to support the continuation of work activities)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add \$291,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work activities)
- 5.06 Regional Freight Planning – Regional Goods Movement (add \$542,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and \$4,982,600 in local funds to support the continuation of work activities)
- 5.06 Regional Freight Planning – Engineering for Passenger Rail/Roadway Interfaces (add \$1,000,400 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits to support continuing work efforts.

- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$700,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance and continued staff activities)
- 5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add \$300,400 in Department of Defense funds and \$159,000 in Regional Transportation Council Local funds to support continuation of project activities resulting from a grant extension)
- 5.09 Regional Military and Community Coordination – Regional Military Compatible Use Implementation (add \$328,400 in unspent FY2024 and newly programmed Regional Transportation Council Local funds to support continued staff work activities and parcel exchange and maintenance costs)
- 5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment (add \$330,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance)
- 5.10 Transportation Technology and Innovation Program – Updated Regional Automated Vehicle Program (AV2.0) (add \$840,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued consultant assistance)
- 5.12 Red River Navigation System Feasibility Study (add \$255,000 in Regional Transportation Council Local funds to support continuation of consultant activities)
- II. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of \$322,491 in NCTCOG's FY2025 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of \$1,371,573 in carry-over funds from FY2023)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 3.03 Air Quality Management and Operations – Clean Diesel Grants (add \$4,912,455 in Environmental Protection Agency funds and \$6,567,864 in local funds to reflect receipt of new grant award and extension of two other previous awards)
- 3.03 Air Quality Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (update text to reflect the use of Transportation Development Credits)
- 3.04 Public Transportation Planning – Regional Transit Planning Assistance (add \$187,411 in Federal Transit Administration 5307 funds, matched with Transportation Development Credits, and update text to reflect planning activities to be conducted with the FTA funds)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove operational activities that are not eligible under the grant)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$750,000 in Regional Toll Revenue funds as match to Federal Transit Administration 5307 funds to support STAR Transit in fulfilling operational commitments that are not eligible under the Enhancing Mobility within the Southern Dallas Inland Port project, and update text to include RTR funds)
- 3.07 Congestion Management Operations – Managed Lane Technology Assessment (add \$400,000 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue project work activities)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$300,000 in Regional Transportation Council Local Funds to support the procurement and implementation of a traffic signal in Everman)
- 3.07 Congestion Management Operations – Strategic Incident Response (add initiative and \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the staging of tow trucks on limited access facilities)
- 3.07 Congestion Management Operations – Special Events (add \$440,000 in Regional Toll Revenue funds and \$500,000 in Regional Transportation Council Local funds to support consultant assistance in the development of Transportation Mobility Plans and lot improvements, wayfinding, and rider amenities for the FIFA World Cup in 2026)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$125,000 in Regional Toll Revenue funds to support ongoing work activities)

- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add \$87,000 in Regional Transportation Council Local funds and update text to support the launch of three new projects selected in the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco)
- 5.03 Land-use/Transportation Initiatives – Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW) (add initiative and \$80,000 in Federal Highway Administration funds and \$20,000 in Regional Toll Revenue funds as the result of a Safe Streets for All grant award)
- 5.03 Land-use/Transportation Initiatives – Trinity Railway Express Transit-Oriented Development Strategic Plan (add initiative and \$400,000 in Federal Transit Administration funds and \$100,000 in Regional Transportation Council Local funds as the result of an FTA Pilot Program for Transit-Oriented Development Planning grant award)
- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$280,000 in Regional Transportation Council Local funds and update text to reflect development of the North Texas Airspace Awareness Pilot Program, planning for deployment of infrastructure for Advanced Air Mobility operations during large-scale events, and use of consultant assistance)
- VII. Overview of Work Program Funding (update Exhibit VII-3, Anticipated Equipment/Software Purchases, to reflect the anticipated purchase of software for traffic simulation and dynamic traffic assignments under Subtask 2.01 and software system to assist in analyzing regional crash data under Subtask 3.07 utilizing previously approved Surface Transportation Block Grant Program funds matched with Transportation Development Credits)
- IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 and beyond non-locally funded projects approved by the Regional Transportation Council for consistency with the 2025-2028 Transportation Improvement Program)
- X. Regional Transportation Council Funding to Advance Project Implementation (create new UPWP chapter to reflect NCTCOG managed non-planning funding initiatives approved by the RTC and included in the Transportation Improvement Program – first projects to be inventoried include the backstop funding of \$1,004,000 for the Enhancing Mobility within the Southern Dallas Inland Port project, the advancement of right-of-way acquisition funding in the amount of \$950,000 for Meandering Road, backstop funding of \$200,000 for Transit Subrecipients, and \$100,000 for continued service of the Heartland Flyer Intercity Passenger Rail)

The following project is being included in Chapter VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This project is included in the UPWP for information only, no action by the Regional Transportation Council is required:

Harry Hines Wrong-Way Driving Prevention Project

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #4 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

Task 1 Administration and Management

B. Expected Products

Some administrative and management costs, such as travel, staff training/professional development, and non-computer equipment, are incurred to support projects in all five UPWP Tasks. These actions are directly funded through the specific project funding sources. As these needs arise, they are evaluated to ensure consistency with the work described in the applicable project. If approvals are necessary, such as for out-of-state travel or equipment exceeding a cost of ~~\$5,000~~ **\$10,000 per unit**, the Texas Department of Transportation's approval will be sought in advance for these expenses.

1.04 Computer and Audio/Video Resources

Transportation Planning Funds

Ongoing throughout FY2024 and FY2025, the overall goal of this subtask is to provide NCTCOG staff with the tools needed to complete work tasks in an efficient and timely manner. These tools include video equipment, software and associated maintenance/support, licenses, and application subscriptions. A list of equipment and software purchases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VII-3 in Chapter VII, Overview of Work Program Funding. Equipment and software purchases over ~~\$5,000~~ **\$10,000** per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Anticipated products include:

- Software licenses;
- New and upgraded software and associated maintenance/support;
- Video equipment and supplies;
- Air cards;
- Application subscriptions; and
- Associated equipment necessary to support activities.

3.03 Air Quality Management and Operations

North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)

Other Funding Sources

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network, especially in underserved communities and specified project focus areas. Project focus areas include rural communities, low- and moderate-income neighborhoods, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, Justice40 environmental justice areas, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. Specialized technical teams will be created to expedite projects in the region. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds, ~~and~~ local funds, **and Transportation Development Credits** throughout FY2024 and FY2025. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in underserved communities and project focus areas; and
- Creation of specialized technical teams to deploy projects quickly.

3.04 Public Transportation Planning

Regional Transit Planning Assistance

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that encourage short- and long-term transit planning for local governments and **regional** transit providers. Activities include providing technical assistance and general planning support to local governments with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies, and oversight of federally required transit performance measures in support of the data-driven planning process. Complementing these efforts to support both local governments and transportation authorities, this planning activity includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering studies. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Examples of future rail corridors that would be included in these efforts are the McKinney Line and the Mansfield Line. Anticipated products include:

- Planning conducted on behalf of partner agencies based on identified needs;
- Support to **regional** transit agencies, including Travel Demand Model data, ridership projections, financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity;
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance documentation; and
- Preliminary project development planning for future rail corridors, including ridership forecasts and testing of planning assumptions.

Other Funding Sources

In FY2025, this element supports activities that encourage short- and long-term transit planning for transit providers within the Dallas-Fort Worth-Arlington, Denton-Lewisville, or McKinney-Frisco Census Urban Areas, defined as Urbanized Areas by the Federal Transit Administration (FTA), that receive or are eligible to receive FTA 5307 formula funding. Activities include providing technical assistance and general planning support to transit providers with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transit providers in the region, and oversight of federally required transit performance measures in support of the data-driven planning process. Federal Transit Administration funds and Transportation Development Credits support work activities. Anticipated products include:

- Support to transit providers, including financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity; and
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance.

3.05 Transit Management and Operations

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, and American Rescue Plan (ARP) Act of 2021, **which are expected to be administered through FY2024**, and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022, which are expected to be administered through **FY2024FY2025**. Federal Transit Administration funds, **Regional Toll**

Revenue funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;
- Emergency Relief funding awards;
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- ~~Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;~~
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- ~~Coordination with transit agencies, employers, and local stakeholders to promote public transportation options in the area;~~
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

3.07 Congestion Management Operations

Special Events

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support this initiative. **Consultant assistance will be utilized.** NCTCOG staff will provide oversight of this program. Anticipated products include:

- An inventory of major special events in the region;
- Coordinated regional partner involvement;
- Implementation of coordinated congestion management strategies associated with special events including transit;
- Identification of roadway and other modal improvements needed to improve traffic and pedestrian movements around special events;
- Analysis of sports and entertainment express bus service between Fort Worth and Arlington;
- Identification of funding sources or shared resources, and funding agreements executed with regional partners to implement projects; ~~and~~
- Committee meetings;
- **Development of local area traffic management plans for the FIFA 2026 World Cup; and**
- **Lot improvements to accommodate staging areas for transit, charter buses, and transportation network companies, including shade structures, lighting, wayfinding, benches, and rider amenities for the FIFA 2026 World Cup.**

Strategic Incident Response

Other Funding Sources

In FY2025, this program will implement the staging of tow trucks to quickly clear debris and crashes along corridors with constrained roadway capacity due to construction or other limitations. To sustain the operation of the corridor with constrained capacity, tow trucks will be staged to clear events quickly and allow lanes to be restored to normal traffic flow. Funding under this program will be utilized to pay tow truck operators to be staged along identified corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Anticipated products include:

- **Management and oversight of tow truck operator contracts including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities; and**
- **Coordination meetings with partners and stakeholders to review program effectiveness.**

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help evolve the transportation planning process away from where lack of communication or coordination/inclusion with planners or champions of various disciplines resulted in disjointed projects or “silos.” Blue-Green-Grey is an effort to identify and implement “silo-busting” projects focusing on three elements – blue (water), green (environment), and grey (transportation infrastructure). Since the program’s initiation in 2017, ~~nine~~ **12** total projects out of ~~three-four~~ rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2024 and FY2025 will focus on completion of the last of three projects selected from a 2021 funding solicitation: Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom District **and launching three projects selected from the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco.** . Supported through utilization of Regional Transportation Council (RTC) Local funds, staff will determine if new funding rounds can be advanced enabling the program to support additional projects beyond FY2024. Anticipated products include:

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- **Installed inlet floatable filters at two locations in the city of Allen and guide for fabrication and procedures;**
- **Installed vermiculture food waste composting system at DART Lawnview Station and guide for implementing;**
- **Constructed bioswale in roadway median in the city of Frisco and guide for process and design of bioswales in roadway median;**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,
- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

5.03 Land-use/Transportation Initiatives

White Settlement Downtown Community Development Plan

Transportation Planning Funds

During FY2025, NCTCOG will initiate a study in the city of White Settlement assessing the feasibility of mixed-use development along White Settlement Road. The feasibility study will include a land use and market analysis, traffic study, evaluation of multimodal transportation options, and an assessment of environmental impact. Anticipated products include:

- Results of land use and market analysis and recommendations;
- Recommendations for land use and multimodal transportation implementation and policy actions;
- Review of potential funding sources and strategies; and
- Feasibility study final report.

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

Other Funding Sources

In FY2024, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to 1) create a regional framework and recommendations for crossing guard establishment, and 2) test driver awareness technology in school zones. This project seeks to improve collaboration and decision making among cities and Independent School Districts (ISDs), reduce gaps in crossing guard coverage through regional guidance, and minimize driver error in school zones through improved safety technology. These activities will enhance goals and inform future projects related to the Pedestrian Safety Action Plan (PSAP) and the Roadways Safety Plan (RSP). Federal Highway Administration funds and Regional Toll Revenue funds will support these activities. Anticipated products include:

- Improved coordination between cities and ISDs regarding crossing guard establishment and management;
- Regional guidance for cities and ISDs on establishment and management of crossing guards; and
- Improved understanding of the utility of driver awareness technology for use in school zones to mitigate unsafe driving behavior.

Trinity Railway Express Transit-Oriented Development Strategic Plan

Other Funding Sources

Through a grant award in FY2024 under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning, the Trinity Railway Express (TRE) TOD Strategic Plan will coordinate with Dallas Area Rapid Transit (DART), Trinity Metro, and the cities of Dallas, Fort Worth, and Irving to advance equitable and connected TOD opportunities at seven regional rail stations. The plan will analyze pedestrian and bicycle access to stations, study station area development opportunities, and evaluate financial and funding options for TOD projects. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Creation of various station area plans for increased dense, mixed-use and mixed-income developments near the TRE stations based on market studies, community input, and transportation/land use context;

- Evaluation of financial and funding options for potential public/private partnership projects which may include affordable housing on key publicly owned land and other sites; and
- Stakeholder engagement including presentations, meetings, digital content, and documents with planning recommendations.

5.08 Regional Aviation Planning and Education

Urban Air Mobility and Advanced Air Mobility Integration

Other Funding Sources

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility (AAM). Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. ~~Another Three~~ notable initiatives ~~is~~ **are** university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues; **the North Texas Airspace Awareness Pilot Program, which will enable proactive adjustments to traffic management systems based on live aerial data by equipping cities with a browser-based platform for airspace visualization; and planning for infrastructure deployment for AAM operations for large-scale events like the FIFA World Cup in 2026. Consultant assistance will be utilized.** Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the uncrewed aircraft industry;
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs; ~~and~~
- Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region via the North Texas Innovation Alliance Urban Resilience Fellowship Program; ~~;~~
- **Development of the North Texas Airspace Awareness Program; and**
- **Deployment of infrastructure for AAM operations during large-scale events such as the FIFA World Cup Games in 2026.**

5.09 Regional Military and Community Coordination

Community Noise Mitigation Program

Other Funding Sources

Through a grant award in FY2024 under the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) for the Community Noise Mitigation Program, the North Central Texas Council of Governments will partner with Lake Worth Independent School District (LWISD) and White Settlement Independent School District

(WSISD) to install noise mitigation upgrades in six buildings. The upgrades will include retrofit or replacement of windows and doors. The project will also include required environmental reviews and post-construction acoustical testing. This element is ongoing throughout FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Noise mitigation upgrades to Brewer Middle School (WSISD);
- Noise mitigation upgrades to Effie Morris Early Learning Academy (LWIWD);
- Noise mitigation upgrades to Howry STEAM Academy (LWISD)
- Noise mitigation upgrades to Liberty Elementary School (WSISD);
- Noise mitigation upgrades to Lake Worth ISD Operations Building (LWISD); and
- Noise mitigation upgrades to White Settlement ISD Transition Center (WSISD).

5.14 Alternative Fuel Corridor Planning

Transportation Planning Funds

Through the Federal Highway Administration (FHWA) Alternative Fuel Corridor Program, many Texas highways have been designated as alternative fuel corridors for one or more of the following fuels: electricity, hydrogen, compressed natural gas, liquified natural gas, and/or propane (LPG). Corridor designation means that a driver could travel that roadway in the designated alternative fuel vehicle and be confident that refueling facilities for that fuel are available (e.g., electric charging stations are available on electric corridors). These fuels are becoming more widespread in the medium- and heavy-duty sector, which has a disproportionately high impact on ozone levels. Planning to optimize placement and use of infrastructure can further support local air quality efforts while supporting the freight industry in its adoption of alternative fuels. Work in FY2025 will build on the National Zero-Emission Freight Corridor Strategy (released by the Joint Office of Energy and Transportation in March 2024) and Rider 48 Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity (released by the Texas Department of Transportation in September 2024). Anticipated products include:

- An inventory of recommended areas for deployment of alternative fuel infrastructure, especially to support operations of medium- and heavy-duty vehicles;
- Evaluation of opportunities to leverage alternative fueling and truck parking investments;
- As appropriate, recommendations to Texas Department of Transportation staff for additional alternative fuel corridor nominations;
- Collaboration with neighboring regions to align corridors between regions and across state lines;
- An assessment of opportunities to post alternative fuel corridor signage;
- Evaluation of rail corridors for potential alternative fuel deployments in both rail and support vehicles (e.g., cranes, drayage and maintenance vehicles)
- Support to stakeholders in pursuing deployments, including technical assistance and identification of funding opportunities; and
- Maintenance of relevant alternative fuel corridor information on the NCTCOG website.

VII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2024 and FY2025 UPWP. Financial support for FY2024 and FY2025 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2024 and FY2025 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2024 and FY2025 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$10,191,769 in FY2024 and \$10,026,046 in FY2025 for a two-year total of \$20,217,815. The FTA 5303 funding is \$3,927,107 in FY2024 and ~~\$3,843,584~~**\$4,166,075** in FY2025 for a two-year total of ~~\$7,770,691~~**\$8,093,182**. An estimated balance of ~~\$5,524,849~~**\$6,896,422** in unexpended/unobligated FHWA PL-112 funding will be available from the FY2023 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask.

Total FHWA PL-112 and FTA 5303 funding for the FY2024 and FY2025 UPWP is estimated at ~~\$33,513,355~~**\$35,207,419**. Transportation Planning Funds in the amount of ~~\$30,123,000~~**\$31,829,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of ~~\$7,770,691~~**\$8,093,182**, the estimated FY2023 FHWA PL-112 fund balance of ~~\$5,524,849~~**\$6,896,422**, and ~~\$16,827,460~~**\$16,839,396** of Fiscal Years 2024 and 2025 FHWA PL-112 funding. The remaining balance of Fiscal Years 2024 and 2025 FHWA PL-112 funds of ~~\$3,390,355~~**\$3,378,419** is anticipated to be carried over to Fiscal Year 2026.

Provided in Exhibit VII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased during the period of the FY2024 and FY2025 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included are the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as other meetings, as appropriate. The source of funding utilized to obtain these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
100	Microcomputer systems (desktops, portable, tablet)	\$281,500	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$41,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$40,000	RTC Local/ TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	\$156,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$145,000	TPF	1.04
---	Traffic simulation and dynamic traffic assignment software	\$150,000	STBG	2.01
---	Software system to assist in analyzing regional crash data and determining crash hotspots	\$500,000	STBG	3.07
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	\$250,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	\$20,000	STBG Local	5.03
---	Public involvement subscriptions	\$162,000	TPF	1.01
---	Outreach and educational subscriptions	\$136,000	CMAQ	1.01

VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

City of Dallas

Harry Hines Wrong-Way Driving Prevention: This study will evaluate opportunities to activate areas outside/away from the immediate vicinity of the American Airlines Center (AAC) to relieve traffic congestion/pressure during events at AAC. The study area is bounded by Slocum on the West, McKinnon on the East, South of Oak Lawn on the North, and the Moody/Woodall Rodgers Northern Service Road on the South. Activities include obtaining and evaluating origin/destination volumes (i.e., vehicle, pedestrian, transit), assessing existing roadway circulation/infrastructure condition, identifying existing parking availability/needs, integrating findings with current/planned projects and accessibility evaluation/recommendations, addressing wrong-way driving challenges on the Dallas North Tollway and Harry Hines Boulevard/McKinnon Boulevard couplet network, and conducting public outreach/stakeholder engagement. This project is funded with \$3,000,000 of Surface Transportation Block Grant Program funds and regional Transportation Development Credits.

IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2026 **and beyond**. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the ~~2023-2026~~ **2025-2028** Transportation Improvement Program. The FY2024 and FY2025 Unified Planning Work Program covers the period of October 1, 2023, through September 30, 2025. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG’s commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2026 and Beyond Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES	STBG	TDCs	\$2,850,000
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	STBG	TDCs	\$515,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	\$3,200,000
11615.4	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES	STBG	State	\$1,437,500
16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	STBG	TDCs	\$300,000 \$900,000
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS	STBG	TDCs	\$2,625,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11650.1	TRANSPORTATION TECHNICAL SUPPORT; REGIONWIDE ; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	STBG	TDCs	\$1,800,000
11647.2	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	STBG	TDCs	\$3,110,000
14038.2	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	STBG	TDCs	\$6,070,000
11663.3	ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	STBG	TDCs	\$2,088,000 \$3,888,000
16007	SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$600,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$2,765,000
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	State/Local TDCs	\$4,500,000
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$1,360,300
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ/STBG	TDCs	\$2,100,000 \$4,150,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	STBG	TDCs	\$682,000
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	\$8,000,000
16009	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	GRP RTR	TDCs N/A	\$950,000
11635.2	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; CSJ 0918-00-404 COVERS FUNDING IN FY2024 & FY2025	RTR	N/A	\$800,000
21014.2	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	\$750,000
11554.3	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE; ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	STBG	TDCs	\$250,000
16007.1	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175; CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	STBG	TDCs	\$400,000
16008.1	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM, C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	STBG	TDCs	\$700,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
21016.1	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	STBG, RTR	N/A	\$300,000
21018	TARRANT COUNTY PEOPLE/GOODS MOVER ALONG SH 360; ENGINEERING AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	STBG	TDCs	\$11,000,000
24033	RAILROAD CROSSING SAFETY PROGRAM FUNDING POOL; CONSTRUCT RAILROAD/ROADWAY CROSSING IMPROVEMENTS TO IMPROVE SAFETY	RTR	LOCAL	\$12,500,000
Subtotal				\$47,752,800 \$76,717,800

X. Regional Transportation Council Funding to Advance Project Implementation

The following table inventories non-planning funding initiatives approved by the Regional Transportation Council (RTC) and included in the North Central Texas Council of Governments' (NCTCOG) Transportation Improvement Program to support the implementation of transportation-related projects. These initiatives are managed by NCTCOG staff. For example, the use of RTC Local funding may be approved as backstop or contingency funding for activities to keep a project moving forward and avoid unintended consequences. Funds may be expended, may never need to be spent, or may be repaid, depending on the particular situation.

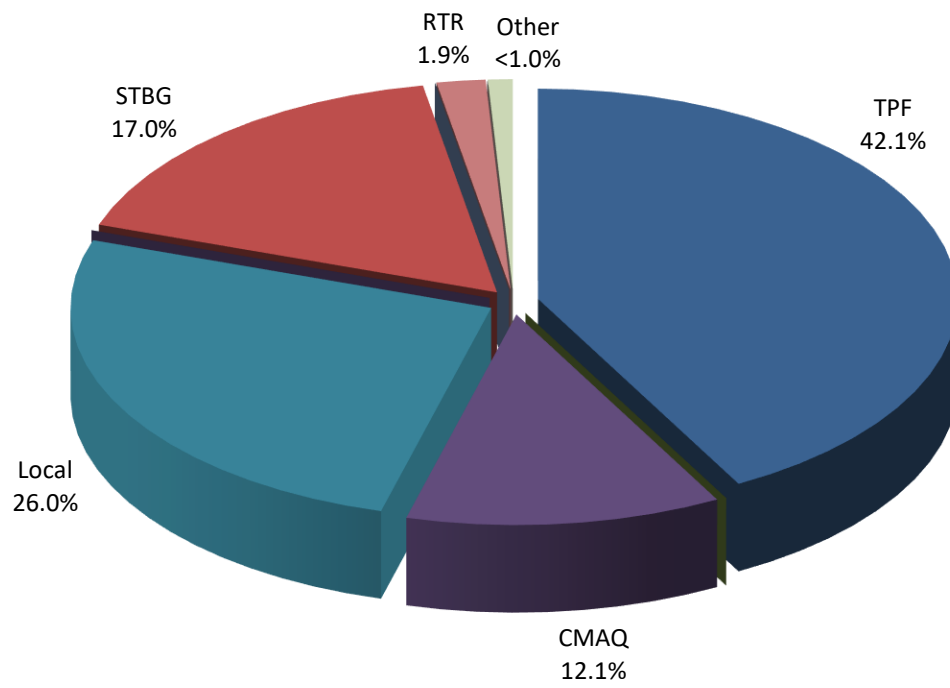
Project	Funding Source	Amount
Enhancing Mobility within the Southern Dallas Inland Port	RTC Local	\$1,004,000
Meandering Road	RTC Local	\$950,000
Transit Subrecipients	RTC Local	\$200,000
Heartland Flyer Intercity Passenger Rail	RTR	\$100,000

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,997,000				\$4,489,000	\$4,949,000	
			CMAQ	\$873,000	\$975,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
Subtotal								\$9,438,000
1.02	\$186,000	\$249,000				\$1,291,700	\$2,946,200	
			Local	\$821,800	\$2,196,800			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$440,500			
Subtotal								\$4,237,900
1.03	\$0	\$0				\$153,000	\$166,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$148,000			
Subtotal								\$319,000
1.04	\$142,000	\$162,000				\$506,000	\$726,500	
			Local	\$364,000	\$564,500			
Subtotal								\$1,232,500
Total	\$2,999,000	\$3,408,000		\$3,440,700	\$5,379,700	\$6,439,700	\$8,787,700	\$15,227,400

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 1 Funding Summary - FY2024 and FY2025

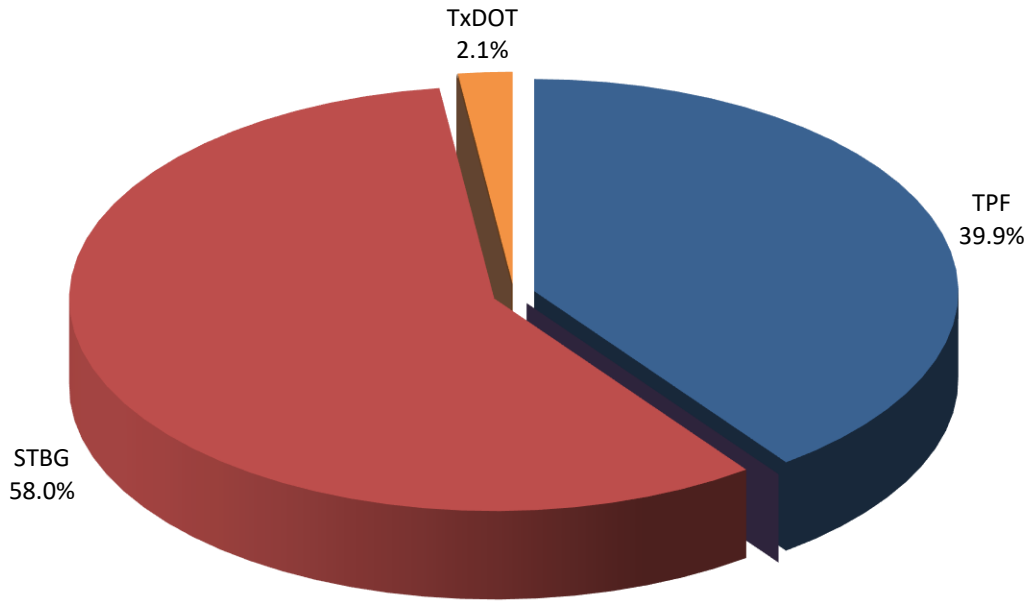


E. Funding Summary

Subtask	TPF ¹		Additional Funding			One=Year Sub=task Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
2.01	\$546,800	\$808,000				\$3,444,800	\$3,617,200	
			STBG	\$2,898,000	\$2,809,200			
Subtotal								\$7,062,000
2.02	\$215,000	\$223,000				\$378,000	\$2,416,000	
			STBG	\$163,000	\$2,193,000			
Subtotal								\$2,794,000
2.03	\$481,200	\$562,000				\$481,200	\$562,000	
Subtotal								\$1,043,200
2.04	\$643,000	\$777,000				\$643,000	\$777,000	
Subtotal								\$1,420,000
2.05	\$643,000	\$764,000				\$692,000	\$2,384,700	
			STBG	\$39,000	\$1,296,600			
			TXDOT	\$10,000	\$324,100			
Subtotal								\$3,076,700
2.06	\$258,000	\$226,000				\$258,000	\$226,000	
Subtotal								\$484,000
2.07	\$168,000	\$144,000				\$168,000	\$144,000	
Subtotal								\$312,000
Total	\$2,955,000	\$3,504,000		\$3,110,000	\$6,622,900	\$6,065,000	\$10,126,900	\$16,191,900

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 2 Funding Summary - FY2024 and FY2025



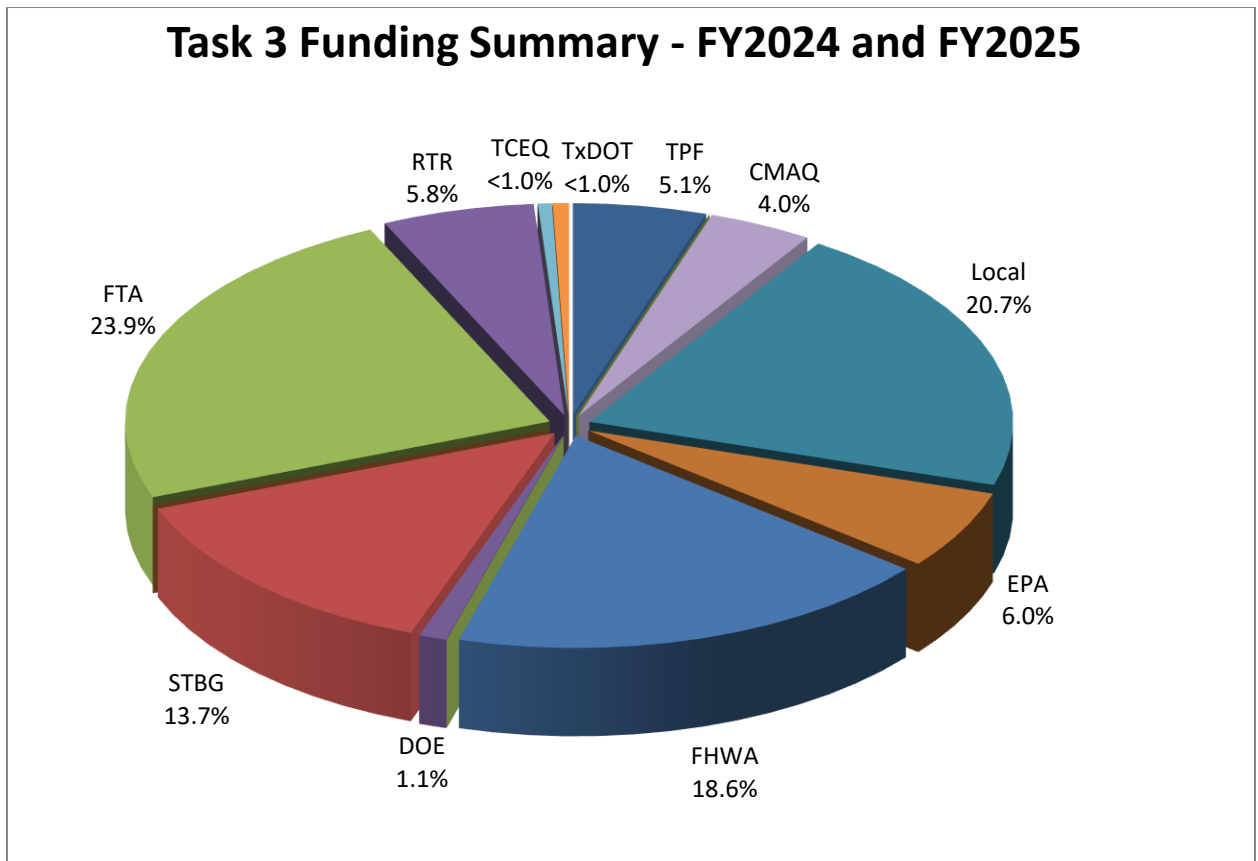
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,677,000				\$3,054,000	\$3,137,000	
			RTR	\$743,000	\$824,000			
			STBG	\$547,000	\$636,000			
Subtotal								\$6,191,000
3.02	\$546,000	\$690,000				\$1,062,000	\$1,630,245	
			EPA	\$268,000	\$360,000			
			TCEQ	\$248,000	\$580,245			
Subtotal								\$2,692,245
3.03	\$0	\$0				\$25,465,937	\$43,551,620	
			CRP	\$0	\$0			
			DOE	\$590,872	\$1,069,906			
			EPA	\$3,864,800	\$4,912,455			
			FHWA	\$5,714,000	\$20,596,885			
			Local	\$11,228,147	\$11,976,911			
			RTR	\$673,118	\$1,645,463			
			STBG	\$3,395,000	\$3,350,000			
Subtotal								\$69,017,557
3.04	\$885,000	\$1,166,000				\$1,690,400	\$2,809,711	
			FTA ²	\$604,000	\$698,711			
			RTR	\$151,000	\$357,000			
			STBG	\$50,400	\$588,000			
Subtotal								\$4,500,111
3.05	\$0	\$0				\$16,381,700	\$26,523,040	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$0			
			FTA ²	\$15,011,000	\$21,149,740			
			Local	\$565,400	\$2,059,300			
			RTR	\$319,300	\$2,329,000			
			STBG	\$354,000	\$576,000			
Subtotal								\$42,904,740
3.06	\$641,000	\$637,000				\$1,027,000	\$727,000	
			RTR	\$386,000	\$90,000			
Subtotal								\$1,754,000

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.07	\$0	\$0				\$14,913,000	\$15,051,800	
			CMAQ	\$3,672,000	\$2,046,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$3,519,000			
			RTR	\$554,000	\$1,048,000			
			STBG	\$5,097,000	\$6,912,500			
			TXDOT	\$560,000	\$409,000			
Subtotal								\$29,964,800
Total	\$3,836,000	\$4,170,000		\$59,758,037	\$89,260,416	\$63,594,037	\$93,430,416	\$157,024,453

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

² Includes FTA 5307 funds.

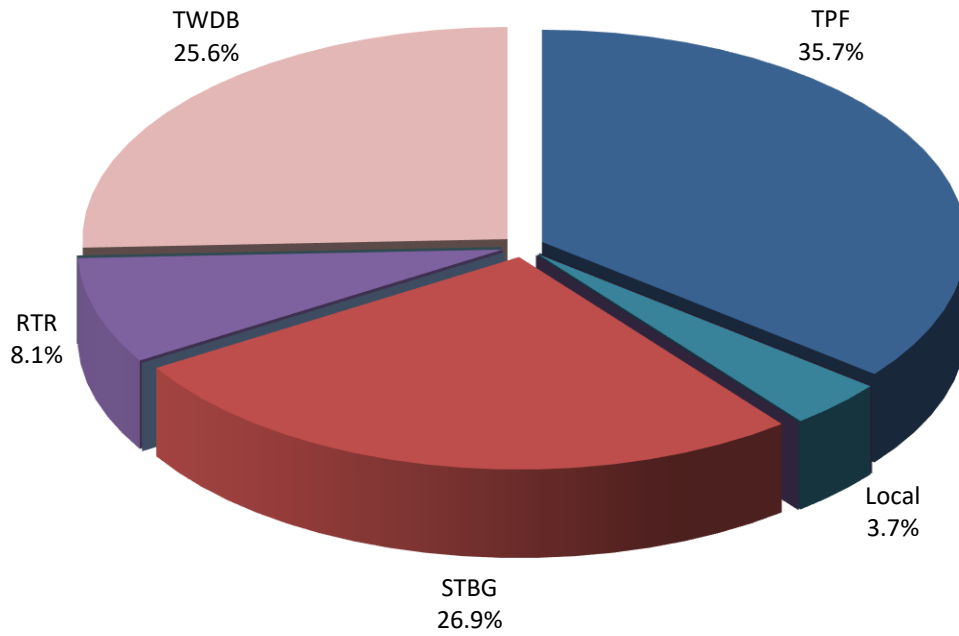


E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
4.01	\$1,674,000	\$1,801,000				\$1,674,000	\$1,801,000	
Subtotal								\$3,475,000
4.02	\$146,000	\$241,000				\$3,436,500	\$4,159,210	
			Local	\$248,500	\$166,910			
			RTR	\$482,000	\$426,000			
			STBG	\$1,465,000	\$1,546,800			
			TWDB	\$1,095,000	\$1,778,500			
Subtotal								\$7,595,710
4.03	\$45,000	\$45,000				\$45,000	\$45,000	
Subtotal								\$90,000
4.04	\$47,000	\$0				\$47,000	\$0	
Subtotal							\$0	\$47,000
Total	\$1,912,000	\$2,087,000		\$3,290,500	\$3,918,210	\$5,202,500	\$6,005,210	\$11,207,710

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 4 Funding Summary - FY2024 and FY2025



E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$1,141,000				\$10,571,657	\$7,883,000	
			FRA	\$100,000	\$400,000			
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$45,000			
			RTR	\$479,000	\$629,000			
			STBG	\$8,902,657	\$5,364,000			
			TXDOT	\$194,000	\$294,000			
Subtotal								\$18,454,657
5.02	\$711,000	\$725,000				\$1,057,000	\$1,102,000	
			STBG	\$96,000	\$127,000			
			RTR	\$250,000	\$250,000			
Subtotal								\$2,159,000
5.03	\$315,397	\$556,694				\$5,089,097	\$8,840,694	
			CMAQ	\$0	\$300,000			
			FHWA	\$8,000	\$480,000			
			FTA	\$516,000	\$564,000			
			Local	\$254,000	\$1,102,000			
			RTR	\$2,000	\$120,000			
			STBG	\$3,993,700	\$5,718,000			
			USDOT	\$0	\$0			
Subtotal								\$13,929,791
5.04	\$90,000	\$87,000				\$312,000	\$500,000	
			STBG	\$222,000	\$413,000			
Subtotal								\$812,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$30,000				\$16,145,000	\$19,209,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$4,629,400			
			Local	\$3,179,000	\$5,884,600			
Subtotal								\$35,354,000
5.07	\$333,000	\$310,000				\$2,219,300	\$8,663,500	
			FHWA	\$150,000	\$3,850,000			
			Local	\$11,800	\$0			
			RTR	\$37,500	\$2,462,500			
			STBG	\$1,637,000	\$2,041,000			
			TxDOT (SPR)	\$50,000	\$0			
Subtotal								\$10,882,800

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.08	\$159,000	\$167,000				\$506,700	\$810,000	
			Local	\$347,700	\$643,000			
Subtotal								\$1,316,700
5.09	\$152,000	\$223,000				\$1,280,300	\$2,571,100	
			DOD	\$135,000	\$1,211,200			
			Local	\$993,300	\$1,136,900			
Subtotal								\$3,851,400
5.10	\$171,000	\$130,000						
			STBG	\$3,049,800	\$2,190,400			
			Local	\$295,800	\$20,000	\$3,577,350	\$2,636,000	
			TXDOT	\$60,750	\$295,600			
Subtotal								\$6,213,350
5.11	\$0	\$0				\$1,460,000	\$791,000	
			Local	\$1,460,000	\$791,000			
Subtotal								\$2,251,000
5.12	\$0	\$0				\$16,200	\$261,000	
			Local	\$16,200	\$261,000			
Subtotal								\$277,200
5.13	\$255,603	\$261,306				\$255,603	\$261,306	
Subtotal								\$516,909
5.14	\$0	\$200,000				\$0	\$200,000	
Subtotal								\$200,000
Total	\$3,095,000	\$3,863,000		\$39,427,207	\$49,897,600	\$42,522,207	\$53,760,600	\$96,282,807

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 5 Funding Summary - FY2024 and FY2025

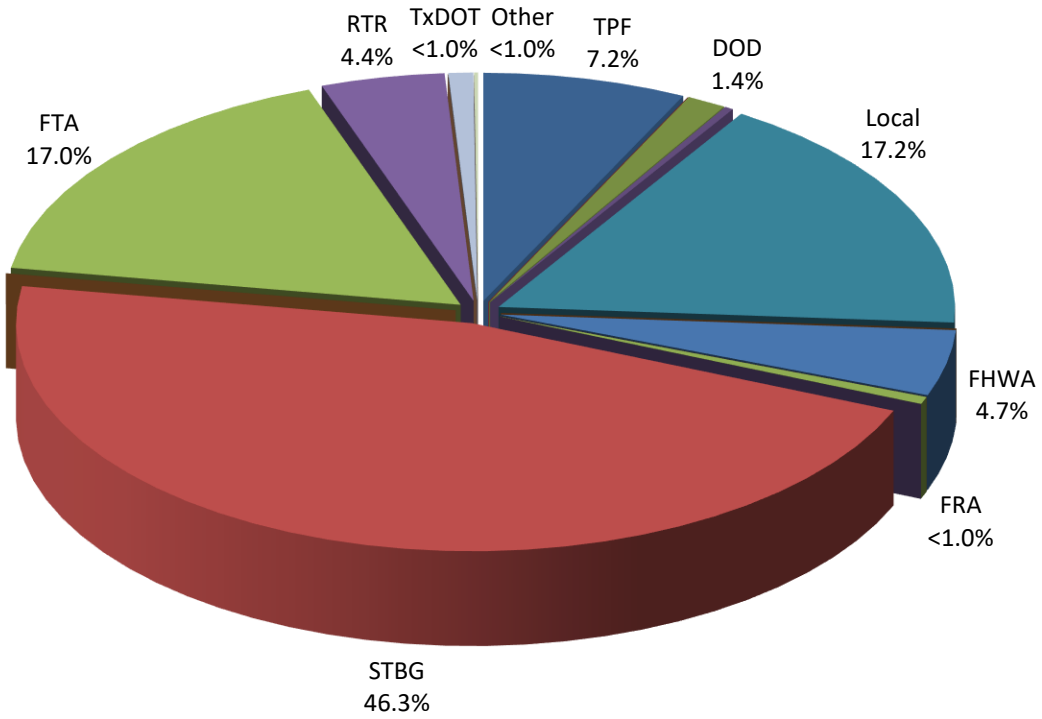
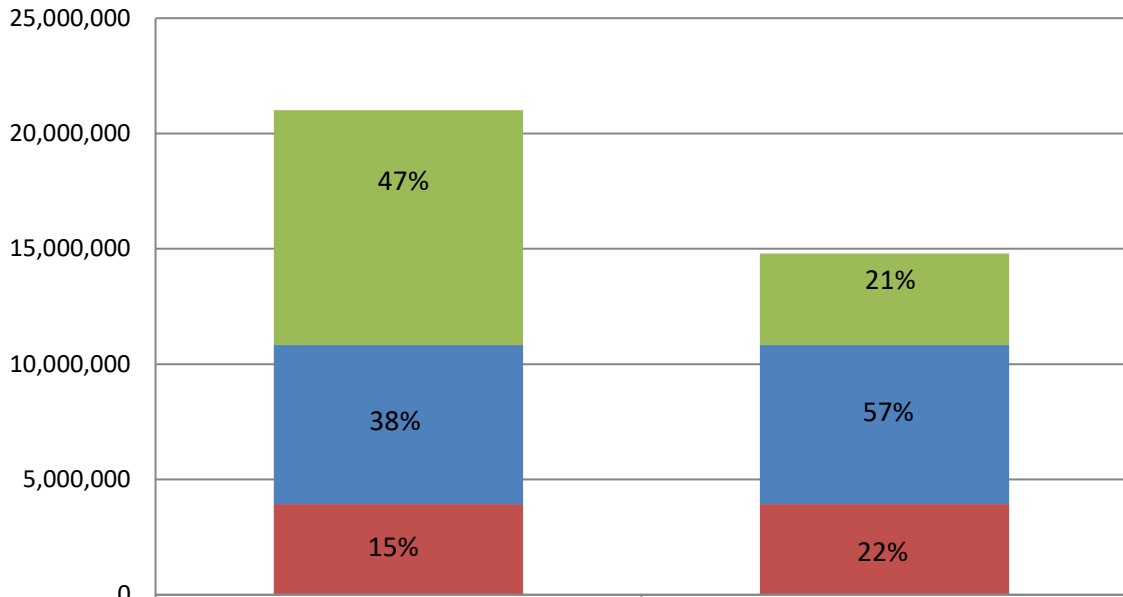


EXHIBIT VII-1
FY2024 AND FY2025 TPF PROGRAMMING SUMMARY

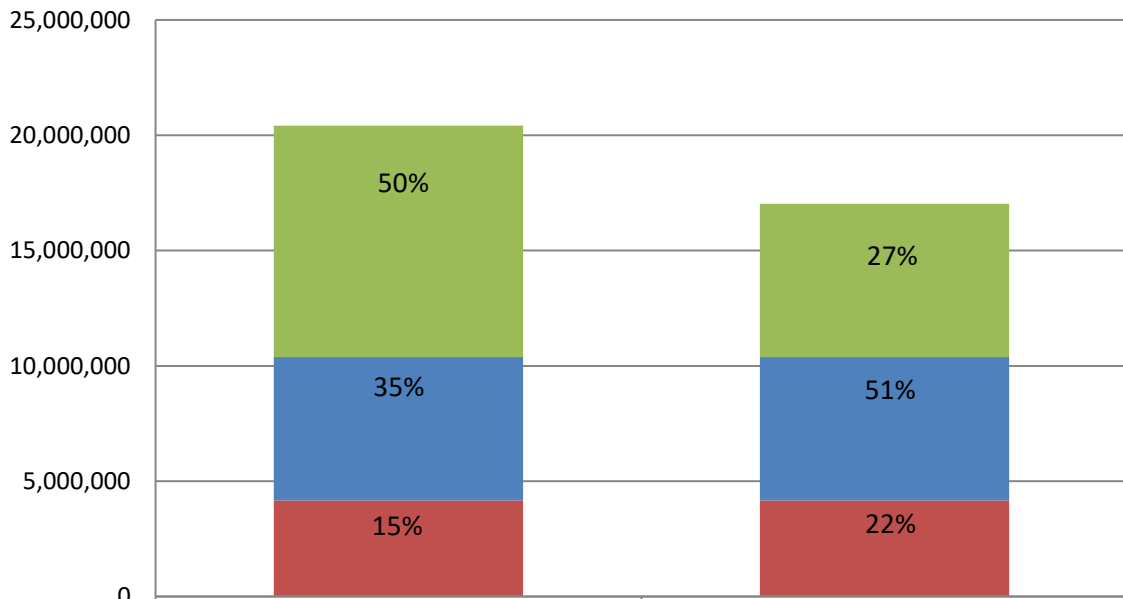
	FY2024		FY2025	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,927,107	3,927,107	4,166,075	4,166,075
FHWA (PL-112)				
Carryover	6,896,422	6,896,422	6,218,298	6,218,298
New Allocation	10,191,769	3,973,471	10,026,046	6,647,627
Total TPF	21,015,298	14,797,000	20,410,419	17,032,000
Carryover		6,218,298		3,378,419
Two-Year Totals				
FTA Section 5303	8,093,182			
FHWA PL-112	27,114,237			
Total	35,207,419			
Programmed	31,829,000			
Carryover	3,378,419			

Summary of TPF 2024 Funding Levels



FHWA (PL-112)	10,191,769	3,973,471
Carryover	6,896,422	6,896,422
FTA (5303)	3,927,107	3,927,107

Summary of TPF 2025 Funding Levels

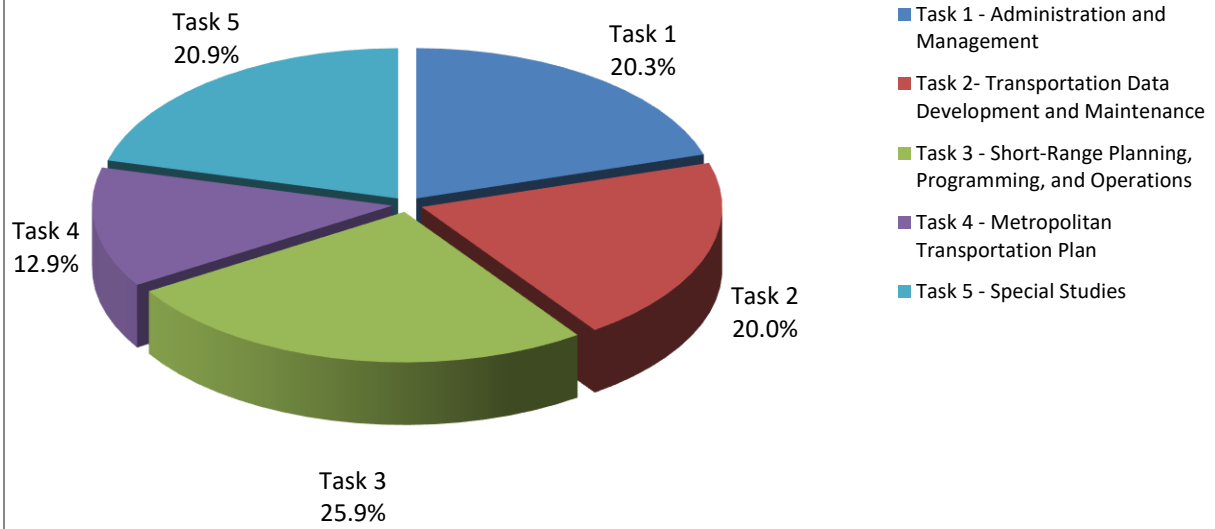


FHWA (PL-112)	10,026,046	6,647,627
Carryover	6,218,298	6,218,298
FTA (5303)	4,166,075	4,166,075

EXHIBIT VII-2
FY2024 AND FY2025 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	\$2,671,000	\$2,997,000	\$5,668,000
1.02	Program and Policy Administration	\$186,000	\$249,000	\$435,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$142,000	\$162,000	\$304,000
	Task 1 - Administration and Management	\$2,999,000	\$3,408,000	\$6,407,000
2.01	Development of Travel Models	\$546,800	\$808,000	\$1,354,800
2.02	Transportation Data Collection and Development	\$215,000	\$223,000	\$438,000
2.03	Model Applications	\$481,200	\$562,000	\$1,043,200
2.04	Demographic Data and Forecasts	\$643,000	\$777,000	\$1,420,000
2.05	Data Management	\$643,000	\$764,000	\$1,407,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$258,000	\$226,000	\$484,000
2.07	Performance-based Planning and Coordination	\$168,000	\$144,000	\$312,000
	Task 2 - Transportation Data Development and Maintenance	\$2,955,000	\$3,504,000	\$6,459,000
3.01	Transportation Project Programming	\$1,764,000	\$1,677,000	\$3,441,000
3.02	Regional Air Quality Planning	\$546,000	\$690,000	\$1,236,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$885,000	\$1,166,000	\$2,051,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$641,000	\$637,000	\$1,278,000
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$3,836,000	\$4,170,000	\$8,006,000
4.01	Metropolitan Transportation Planning	\$1,674,000	\$1,801,000	\$3,475,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$146,000	\$241,000	\$387,000
4.03	Understanding the Public Return on Investment for Transportation Funding	\$45,000	\$45,000	\$90,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$47,000	\$0	\$47,000
	Task 4 - Metropolitan Transportation Plan	\$1,912,000	\$2,087,000	\$3,999,000
5.01	Regional Transportation Studies	\$749,000	\$1,141,000	\$1,890,000
5.02	Subarea Studies and Local Government Assistance	\$711,000	\$725,000	\$1,436,000
5.03	Land-Use/Transportation Initiatives	\$315,397	\$556,694	\$872,091
5.04	Transportation Asset Management	\$90,000	\$87,000	\$177,000
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$64,000
5.06	Regional Freight Planning	\$127,000	\$30,000	\$157,000
5.07	Roadway and Railroad Safety	\$333,000	\$310,000	\$643,000
5.08	Regional Aviation Planning and Education	\$159,000	\$167,000	\$326,000
5.09	Regional Military and Community Coordination	\$152,000	\$223,000	\$375,000
5.10	Transportation Technology and Innovation Program	\$171,000	\$130,000	\$301,000
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	\$255,603	\$261,306	\$516,909
5.14	Alternative Fuel Corridor Planning	\$0	\$200,000	\$200,000
	Task 5 - Special Studies	\$3,095,000	\$3,863,000	\$6,958,000
	FUNDING TOTALS	\$14,797,000	\$17,032,000	\$31,829,000

Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VII-4
FY2024 AND FY2025 UPWP FUNDING SUMMARY**

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,408,000	\$2,955,000	\$3,504,000	\$3,836,000	\$4,170,000	\$1,912,000	\$2,087,000	\$3,095,000	\$3,863,000	\$14,797,000	\$17,032,000
CMAQ	\$873,000	\$975,000	\$0	\$0	\$3,804,000	\$2,455,000	\$0	\$0	\$0	\$300,000	\$4,677,000	\$3,730,000
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$1,211,200	\$135,000	\$1,211,200
DOE	\$0	\$0	\$0	\$0	\$590,872	\$1,069,906	\$0	\$0	\$0	\$0	\$590,872	\$1,069,906
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$5,272,455	\$0	\$0	\$0	\$0	\$4,132,800	\$5,272,455
FHWA	\$0	\$0	\$0	\$0	\$7,540,000	\$21,714,185	\$0	\$0	\$158,000	\$4,330,000	\$7,698,000	\$26,044,185
FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$100,000	\$400,000
FTA ²	\$0	\$0	\$0	\$0	\$15,615,000	\$21,848,451	\$0	\$0	\$7,134,000	\$9,229,000	\$22,749,000	\$31,077,451
Local	\$1,190,800	\$2,769,300	\$0	\$0	\$14,997,547	\$17,555,211	\$248,500	\$166,910	\$6,664,800	\$9,848,500	\$23,101,647	\$30,339,921
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$45,000	\$40,000	\$45,000
RTR	\$138,000	\$148,000	\$0	\$0	\$2,826,418	\$6,293,463	\$482,000	\$426,000	\$768,500	\$3,461,500	\$4,214,918	\$10,328,963
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,415,500	\$3,100,000	\$6,298,800	\$9,443,400	\$12,062,500	\$1,465,000	\$1,546,800	\$24,122,157	\$20,482,800	\$39,297,557	\$41,806,400
TCEQ	\$0	\$0	\$0	\$0	\$248,000	\$580,245	\$0	\$0	\$0	\$0	\$248,000	\$580,245
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095,000	\$1,778,500	\$0	\$0	\$1,095,000	\$1,778,500
TxDOT	\$0	\$0	\$10,000	\$324,100	\$560,000	\$409,000	\$0	\$0	\$254,750	\$589,600	\$824,750	\$1,322,700
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,439,700	\$8,787,700	\$6,065,000	\$10,126,900	\$63,594,037	\$93,430,416	\$5,202,500	\$6,005,210	\$42,522,207	\$53,760,600	\$123,823,444	\$172,110,826
Two-Year Total	\$15,227,400		\$16,191,900		\$157,024,453		\$11,207,710		\$96,282,807		\$295,934,270	

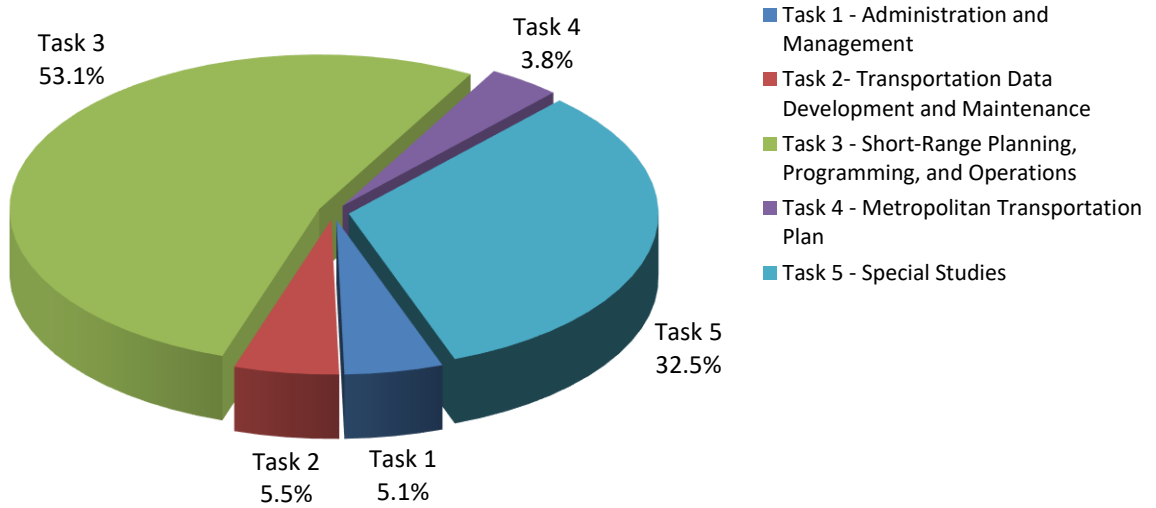
¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected in the funding tables.

² Includes FTA 5307 funds.

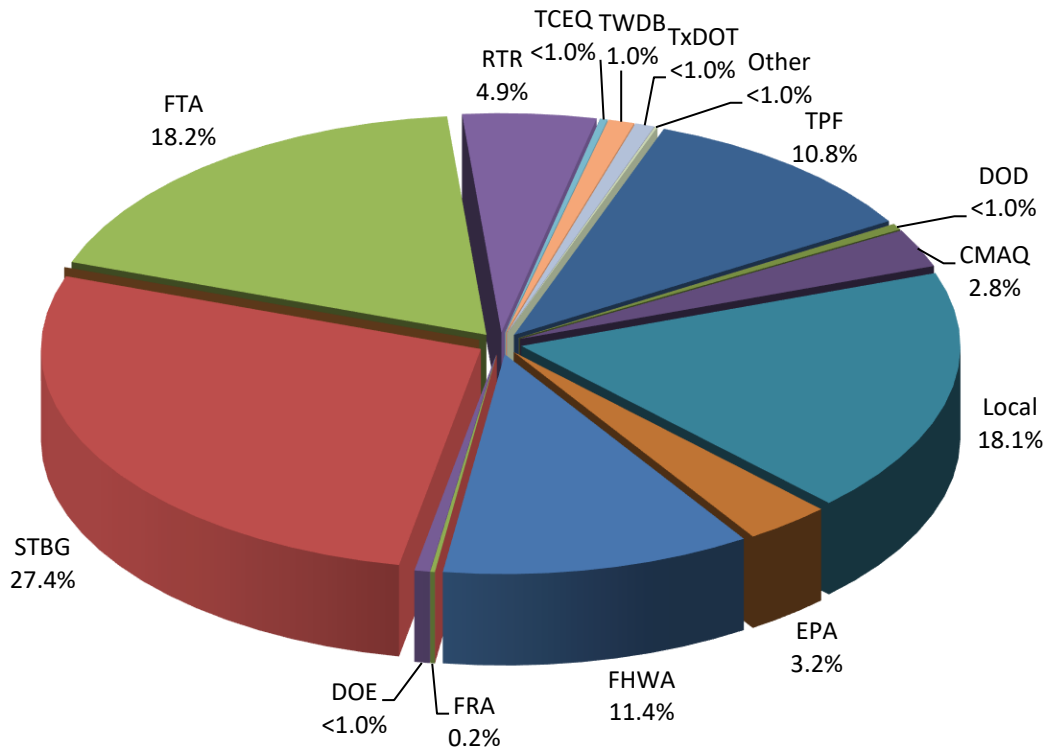
Combined Transportation Planning Funds³ **\$28,310,997.00**
 Estimated Unexpended Carryover \$6,896,422.05
 TOTAL TPF **\$35,207,419.05**

³ Estimate based on prior years' authorizations

Summary of All Funding by Task



Summary of All Funding



Modifications to the FY2024 and FY2025 Unified Planning Work Program

**Surface Transportation Technical Committee
March 28, 2025**

**Transportation Department
North Central Texas Council of Governments**

Transportation Programming Increase from Transportation Planning Funds

UPWP Project	Additional UPWP Funding
FY2025 Budget Adjustments	\$1,306,000
White Settlement Downtown Community Development Plan	\$200,000
Alternative Fuel Corridor Planning	\$200,000
Total Increase	\$1,706,000

Transportation Planning Funds Two-year Summary

Current FY2024 and FY2025 US FTA 5303	\$ 7,770,691
Additional FY2025 US FTA 5303	\$ <u>322,491</u>
New FY2024 and FY2025 US FTA 5303	\$ 8,093,182
FY2024 and FY2025 US FHWA Estimated PL	\$20,217,815
Additional FY2024 US FHWA PL	\$ <u>0</u>
FY2024 and FY2025 US FHWA PL	\$20,217,815
Original FY2023 US FHWA Estimated PL Carryover	\$ 5,524,849
Increase in FY2023 US FHWA PL Carryover	\$ 1,371,573
Total Transportation Planning Funds	\$35,207,419
Prior Anticipated Expenditures	\$30,123,000
Additional Funds Programmed for FY2025	\$ <u>1,706,000</u>
Anticipated Expenditures	\$31,829,000
PL Balance to Carry Over to FY2026	\$ 3,378,419

Total Programming Increases/Decreases in Other Funding Sources

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 1.01 – Community Outreach	CMAQ - \$92,000	\$92,000
Subtask 1.02 – Program and Policy Administration	Local - \$61,300 STBG - \$275,500	\$336,800
Subtask 1.03 – Fiscal Management	RTR - \$10,000	\$10,000
Subtask 1.04 – Computer and Audio/Video Resources	Local - \$447,500	\$447,500
Subtask 2.01 – Development of Travel Models	STBG - \$1,587,200	\$1,587,200
Subtask 2.05 – Data Management	STBG - \$256,600 TxDOT - \$114,100	\$370,700
Subtask 3.01 – Transportation Project Programming	RTR - \$178,000 STBG - \$88,000	\$266,000

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 3.03 – Air Quality Management and Operations	DOE - \$55,000 EPA - \$4,912,455 FHWA - 1,400,885 Local - \$6,913,864 RTR - \$52,000	\$13,334,204
Subtask 3.04 – Public Transportation Planning	FTA – \$384,711	\$384,711
Subtask 3.05 – Transit Management and Operations	FTA - \$10,783,440 Local - \$856,300 RTR - \$750,000	\$12,389,740
Subtask 3.06 – Congestion Management Planning	RTR - \$90,000	\$90,000
Subtask 3.07 – Congestion Management Operations	CMAQ - \$1,165,000 Local - \$800,000 RTR - \$565,000 STBG - \$1,804,500	\$4,334,500

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 4.02 – Coordination of Transportation and Environmental Planning Processes	Local - \$92,000 RTR - \$150,000 STBG - \$150,000 TWDB - \$461,700	\$853,700
Subtask 5.01 – Regional Transportation Studies	NTTA - \$15,000 RTR - \$160,000 STBG - \$516,000 TxDOT - \$56,000	\$747,000
Subtask 5.02 – Subarea Studies and Local Government Assistance	STBG - \$10,000	\$10,000
Subtask 5.03 – Transportation/Land-use Initiatives	FHWA - \$80,000 FTA - \$400,000 Local - \$100,000 RTR - \$20,000	\$600,000

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 5.06 – Regional Freight Planning	Local - \$4,982,600 STBG - \$1,542,400	\$6,525,000
Subtask 5.07 – Roadway and Railroad Safety	STBG - \$700,000	\$700,000
Subtask 5.08 – Regional Aviation Planning and Education	Local - \$305,000	\$305,000
Subtask 5.09 – Regional Military and Community Coordination	DOD - \$1,211,200 Local - \$941,900	\$2,153,100
Subtask 5.10 – Transportation Technology and Innovation Program	STBG - \$1,220,000	\$1,220,000
Subtask 5.12 – Red River Navigation System Feasibility Study	Local - \$255,000	\$255,000
	Total Increase	\$47,012,155

Modification Schedule

February 11

Initiation of Public Outreach

March 28

Action by Surface Transportation Technical Committee

April 10

Action by Regional Transportation Council

April 24

Action by NCTCOG Executive Board

April 25

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

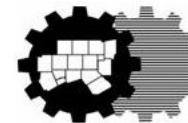
- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



**North Central Texas
Council of Governments
Transportation Department**

Copy of FY2024 and FY2025 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>

Progress On Transit 2.0 Next Steps For DART and Regional Transportation Council

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

March 13, 2025

TRANSIT 2.0 TASK 5: DEVELOP STRATEGIES FOR TRANSIT AUTHORITY BOARD PARTNERSHIPS & TEAMWORK

Top 5 Focus Areas

Micro Transit to
Inform Route
Planning

Next Generation
Transit Signals

Private Sector
Service Delivery

Invest in
Catalytic
Economic
Development

Safety / Fare
Enforcement



DRAFT REGIONAL TRANSPORTATION COUNCIL (RTC) POLICY – FEBRUARY 2025: TRANSIT 2.0/RTC POLICY WATERFALL

Draft Transit Authority Policy Waterfall

Step 1: Transit 1.0: Right Size Fixed Routes (Reduce Incentive for Empty Buses), Add Microtransit, Add Shuttle Service, +

Step 2: Transit 2.0 Pillars: Economic Development, Competitive Transit, Crime/Safety, Private Sector Pilot Services, Expand Local Government Corporation

Step 3: Draft Policy for Current Members: Update Infill Station Policy, Update Transit Related Improvement Program (TRIP), and Establish Revenue Sharing Policy

Step 4: On a Limited Application Share Revenue Based on Equity Principles and at Discounted Rates (Pending Transit 2.0 Revenue/Cost Model)

Step 5: RTC Maintains Support for Current Transportation Authority Tax Rates (Expired End of February 2025)



Possible Risk From New DART Legislation to the Regional Transportation Council

- 1.) Delay in 2050 Mobility Plan/Conformity (Including Reduction in Regional Transit Connections)
- 2.) Potential Roadway Sanctions (Clean Air Act)
- 3.) FIFA 2026 Delivery
- 4.) Loss of Federal Discretionary Grants
- 5.) Reduction of Federal Formula Transit Funds
- 6.) Unclear Role of Transit 2.0
- 7.) Negative Impacts to Federal Performance Measures



Oppose DART Legislation That Reduces Funding For DART

Proposed Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0

Candidate Long Term Solution: 4 County Transportation Authority with Sub-Regional Boards and Possible Break Out of Regional Rail (Leveling Sales Tax By City)



DRAFT Partnership “Mediation” Position: Two Steps (Much Better Than Current Legislation)

- 1.) DART Supports Transit 2.0, “Mediation” and Revenue Sharing
- 2.) Transit 2.0 Contains Legislative Path



Sample Size Problem Claiming Equity

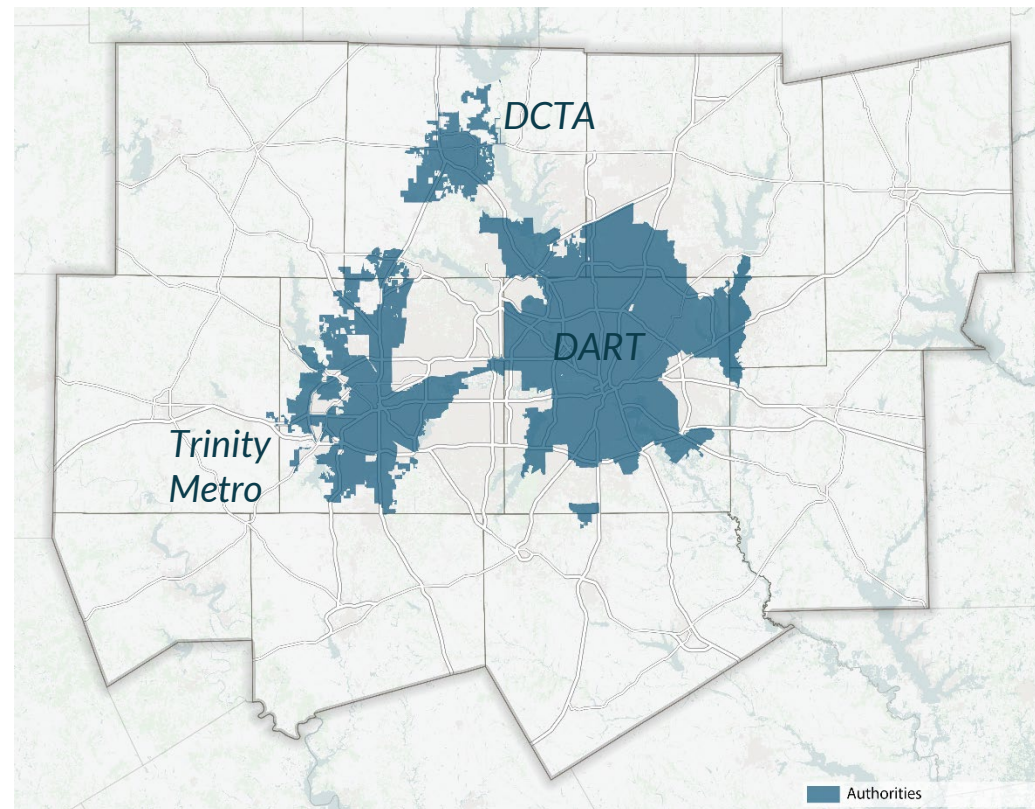
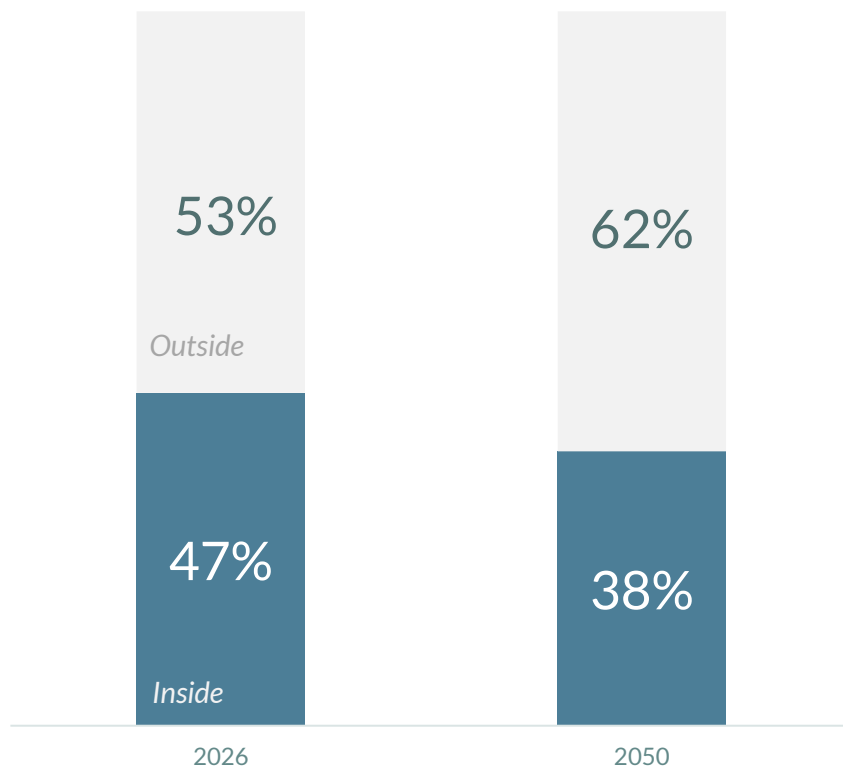
Are all transit sales taxes collected in a city paid by residents of that city (especially with other high-income cities nearby)?

Is a single year of cost data adequate to establish equity especially when a major rail improvement opens the next year in that city?

Is the premise of 25% equity problem supported above?



The population living inside a transit authority service area is expected to fall from 47% in 2026 to 38% by 2050



12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,448,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,931	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.1%
Ratio	1.078	1.091

State Donor Impact
 $(1.091 - 1.078) * 47,160,000,000 =$
\$612 million/year

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections (https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com)

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.



Consolidate Legislation Path Using Transit 2.0 (Need Different Attention From State)

Precedent: State Supported Texas Water Ferries

Need to Reduce TxDOT Rural Funding Needs

RTC Legislative Program:

- Innovative Funding For Transit

- Texas Mobility Fund Allocated to Regions

- Legislative Rider

Transit 2.0 Has Better Options:

- Bigger Boundary, Greater Economic Development at Rail Stations



Oppose DART Legislation That Reduces Funding For DART

Proposed Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0



Progress on Federal Discretionary Grants

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	No	No	\$4,023,561
Federal Highway Administration	4 Stations	No	No	\$37,500,000
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Centerline	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, Phase 1 activities only	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, Phase 1 activities only	\$87,500,000
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$20,000,000
Federal Highway Administration	Alliance Inland Port Project	No	No	\$80,000,000
TOTAL				\$264,911,690
<i>Projects will be removed when an Agreement is fully executed and obligated.</i>				



NCTCOG

2025 TITLE VI PROGRAM UPDATES

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE

3.28.2025

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on
the basis of race, color, or
national origin



WHO MUST COMPLY

Any program or activity that
receives federal funds or
other federal assistance



NCTCOG TITLE VI PROGRAM



FREQUENCY

Update every three years



CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects



Image Provided By Getty



TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	March 10, 2025
STTC Information	March 28, 2025
Close of Public Comment Period	April 8, 2025
RTC Information	April 10, 2025
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	April 25, 2025
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	May 8, 2025
Executive Board	May 22, 2025
Submittal Deadline	May 31, 2025



CONTACT US



Ken Kirkpatrick
Legal Counsel

kkirkpatrick@nctcog.org | 817-695-9278



Emily Beckham
Program Manager
Title VI and ADA Coordinator

ebeckham@nctcog.org | 817-608-2308





NCTCOG PRESENTATION

DEVELOPMENT OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Surface Transportation Technical Committee

March 28, 2025

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners



PROJECT UPDATES

- Project updates will be solicited via e-mail and/or meetings with project sponsors.
- Meetings will be in-person or via Microsoft Teams.
- Who needs to attend meetings?
 - Staff from appropriate departments (Transportation/Public Works/Engineering, Parks, etc.) that can answer questions about the status of projects in question
 - Fiscal managers to answer questions about expenditures, agreements, and invoicing
 - Texas Department of Transportation (TxDOT) staff will be present to help set realistic expectations regarding timing and answer questions about the process



EXPECTATIONS FOR PROJECT STATUS UPDATES

- Information is needed by phase
 - Engineering/Environmental Clearance
 - Right-of-Way (ROW)
 - Utilities
 - Construction/Implementation
- Start and End Dates
 - Estimated dates (month and year) if phase has not been started/completed
 - Actual dates (month and year) if phase has been started/completed
 - Dates provided must be realistic given the realities of project implementation steps (agreement execution, TxDOT review time, possible eminent domain proceedings, etc.)



REQUESTS FOR PROJECT MODIFICATIONS

- TIP Development is a venue for requesting:
 - Changes to project scope or limits
 - Funding Changes
 - Advancing or delaying a project (subject to financial constraint)
 - Requests for additional funding will be taken during the meetings, and reviewed against funding availability
 - Cost savings at project completion
 - Certain changes may or may not be possible depending on available funds
 - Changes to Implementing Agency



FOCUS AREAS

- Timely implementation of projects:
 - Projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives Set-Aside (TASA) funds to avoid potential lapse and/or accumulation of carryover balances
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Highway Administration (FHWA) Inactive List or Preliminary Engineering (PE) Audit List
- Requests for projects to be placed in the first year of the new TIP (FY2027)
- Closing out completed projects with RTR Funds



RESPONSES FROM PROJECT SPONSORS

- TIP Development is typically an approximately 18-month process.
- TxDOT is proposing an accelerated schedule with the goal of getting earlier TIP approval.
- To accommodate this shortened schedule, timely and complete responses are critical.
- If complete responses are not received by the established deadline, NCTCOG will coordinate with TxDOT to slot projects based on available information.
- Lack of timely submittals/responses to TxDOT (agreements, design plans, environmental clearance documents, etc.) will lead to projects being pushed out to later years of the TIP.



DRAFT TIMELINE

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-June 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	October 2025
Draft Listings - RTC Information	November 2025
Public Meeting - Draft Listings and Document	December 2025
Final Listings and Document - STTC Action	December 2025
Final Listings and Document - RTC Action	January 2026
Initial Submittal to TxDOT (starts TxDOT review period)	February 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Commission Approval (for STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026

QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

Brian Dell

Program Manager

Ph: (817) 704-5694

bdell@nctcog.org

Cody Derrick

Senior Transportation Planner

Ph: (817) 608-2391

cderrick@nctcog.org



Regional Transit Performance Measure Targets Update

Ezra Pratt

Surface Transportation Technical Committee | 3.28.2025

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



Public Transportation Agency Safety Plan (PTASP)



Source: NCTCOG Staff



PTASP Overview

Public Transit Agency Safety Plans (PTASPs) are a means for transit providers and MPOs to monitor and improve the agency of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

The five required performance measures are listed below:

- **Safety Events** (total number of reportable events and rate per total vehicle revenue miles by mode)
- **Fatalities** (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
- **Injuries** (total number of reportable injuries and rate per total vehicle revenue miles by mode)
- **Assaults on Transit Workers** (total number of reportable assaults on transit workers and rate per total vehicle revenue miles by mode) **[New Measure added in April 2024]**
- **System Reliability** (mean distance between major mechanical failures by mode)



PTASP Measures & Targets - Current Performance

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY 2023** Performance	Current Target
Total Major Events	↘	303	490
Major Events Rate*	↘	0.400	0.770
Total Fatalities	↘	5	0
Fatalities Rate*	↘	0.007	0.000
Total Injuries	↘	396	143
Injuries Rate*	↘	0.523	0.220
System Reliability (Average Miles between Major Mechanical Failures)	↗	26,544	19,841

* Rate per 100,000 Vehicle Revenue Miles

** Most recent data from the National Transit Database



PTASP Overview (Cont.)

New Performance Measures

The following additional measures were introduced in the revised PTASP Final Rule, released in April 2024 by Federal Transit Administration (FTA):

- Breakdown by total collisions, pedestrian collisions, and vehicular collisions
- Additional data on fatalities, injuries, and assaults specific to transit workers

Regional Target Methodology

- The overall goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- However, fatality targets are set to zero, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”
- In the case of system reliability, **more** miles between major mechanical failures is better



PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	New Draft Target
Total Major Events	↓	241	217
Major Events rate*	↓	0.355	0.320
Collisions rate*	↓	0.188	0.169
Pedestrian Collisions rate*	↓	0.098	0.088
Vehicular Collisions rate*	↓	0.067	0.061
Total Fatalities	↓	10	0
Fatalities rate*	↓	0.015	0.000
Transit Worker Fatalities rate*	↓	0.008	0.000
Total Injuries	↓	271	244
Injuries rate*	↓	0.397	0.357
Transit Worker Injuries rate*	↓	0.037	0.033
Total Assaults on Transit Workers	↓	5	5
Assaults on Transit Workers rate*	↓	0.007	0.006
System Reliability (Average Miles between Major Mechanical Failures)	↑	20,751	22,826

* Rate per 100,000 Vehicle Revenue Miles
 ** Most recent data from the National Transit Database

Addressing PTASP Measures

All PTASP performance measures stand to be improved by policies, programs, and projects that are recommended by the Mobility 2045 Update

Policy TR3-007: Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.

RAISE, BUILD, and other discretionary grant awards with transit infrastructure components

Numerous projects being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers



Transit Asset Management (TAM)

Image Provided by: DCTA



Image Provided By: Trinity Metro



Source: NCTCOG Staff



TAM Overview

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair

TAM supports a series of practices to achieve a transit state of good repair, including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs
- Replacing each asset at the appropriate time



TAM Measures & Targets

Asset Category	Metric	Desired Trend Indicating Improvement	Fiscal Year 2023 Performance* (Large Agencies)	Adopted Target (Large Agencies)	Fiscal Year 2023 Performance* (Small Providers)	Adopted Target (Small Providers)
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark or custom agency benchmarks	➔	1.9%	0%	14.4%	5%
Equipment (Support Vehicles)		➔	67.5%	25%	66.7%	25%
Infrastructure (Rail Track)	Rail track segments with performance restrictions	➔	0%	0%	0%	0%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale	➔	6.0%	0%	5.9%	0%

* Most recent data from the National Transit Database



Addressing TAM Measures

All TAM performance measures stand to be improved by policies, programs, and projects that are recommended by the Mobility 2045 Update

Program TR3-010: Transit Enhancements and Mobility Improvements Program

Regular maintenance of transit assets and the purchasing of new vehicles in cooperation with the region's transit agencies and NCTCOG's subrecipients of FTA funding

- Includes the NCTCOG-led Cooperative Vehicle Procurement Program for small transit providers throughout the region
- Several other major rolling stock investments in recent years, such as new trainsets for TRE and TEXRail



Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
Coordination with Regional Transit Providers on Draft PTASP Targets	Early March 2025
STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets	March 28, 2025
NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 7, 2025
RTC Information on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 10, 2025
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	April 25, 2025
RTC Action to Adopt New Regional Transit Safety Targets	May 8, 2025



Contact

Ezra Pratt, AICP
Principal Transportation Planner
epratt@nctcog.org
(817) 695-9259

Noah Walker
Transportation Planner
nwalker@nctcog.org
(817) 608-2326

Brendon Wheeler, PE, CFM
Program Manager
bwheeler@nctcog.org
(682) 433-0478

Samuel Jones
Transportation Planner
sjones@nctcog.org
(817) 608-2355









NCTCOG PRESENTATION

Start of the 2025 Ozone Season



**DANIELA TOWER | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 3.28.2025**

Regulatory Ozone Monitors - Design Value 2024

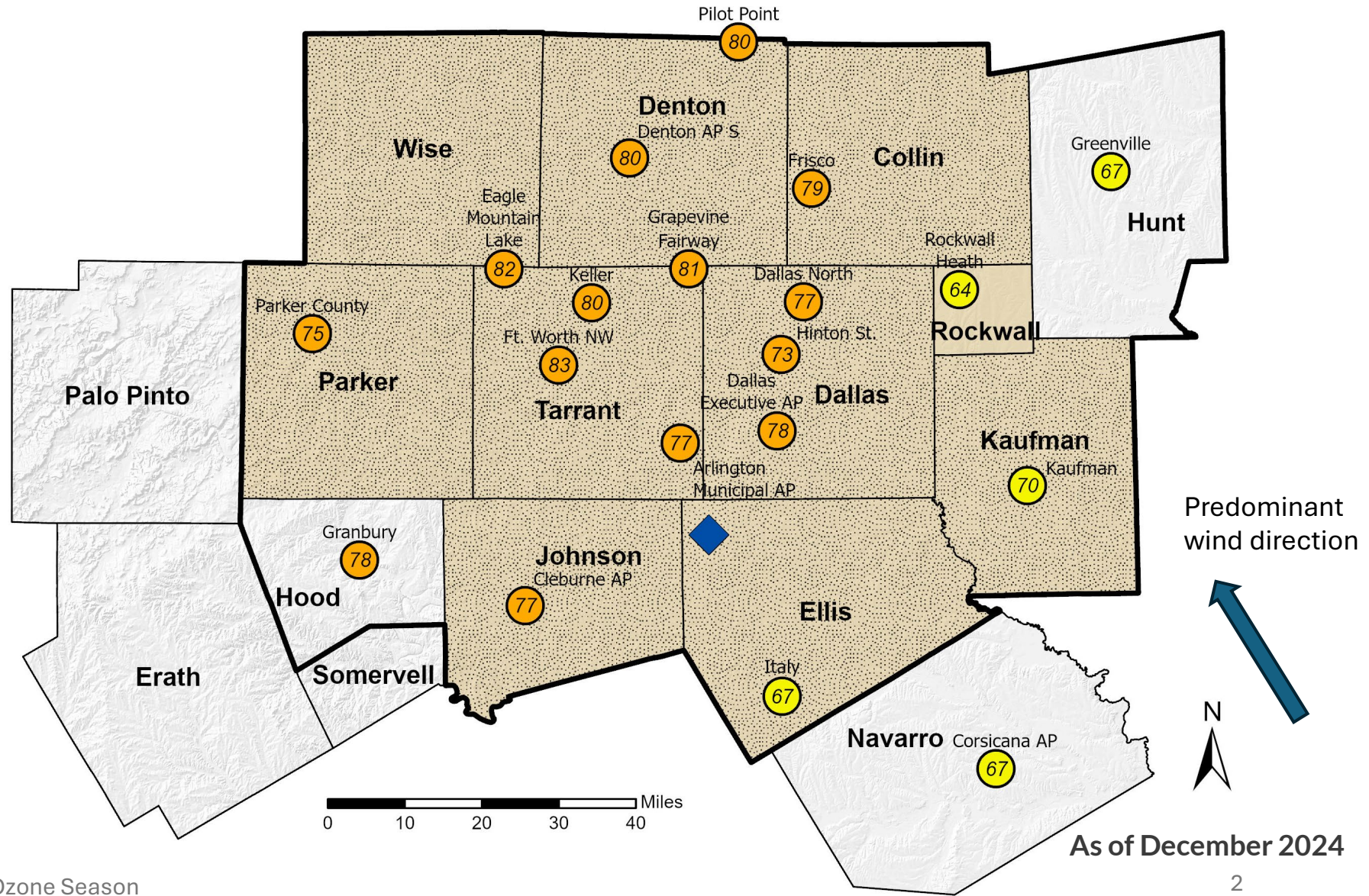
Legend

-  Metropolitan Planning Area
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS 
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS 
-  Temporarily Out of Service

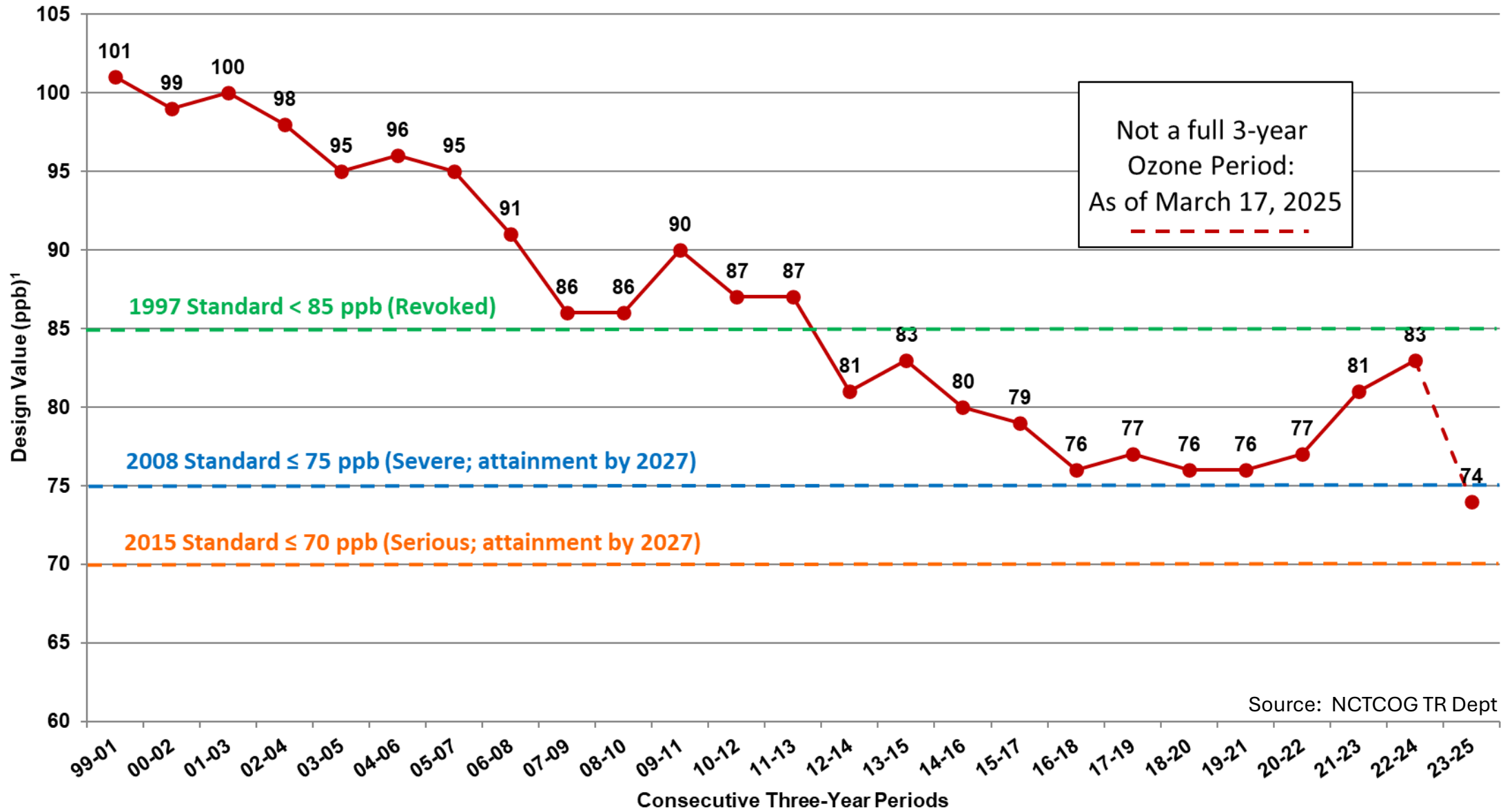
Sept 2024

-  62 - 70
-  71 - 85

Colors represent Air Quality Index Breakpoints



8-Hour Ozone Design Value Trends



Source: NCTCOG TR Dept

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

2008 Ozone National Ambient Air Quality Standards Attainment Scenario (75ppb)

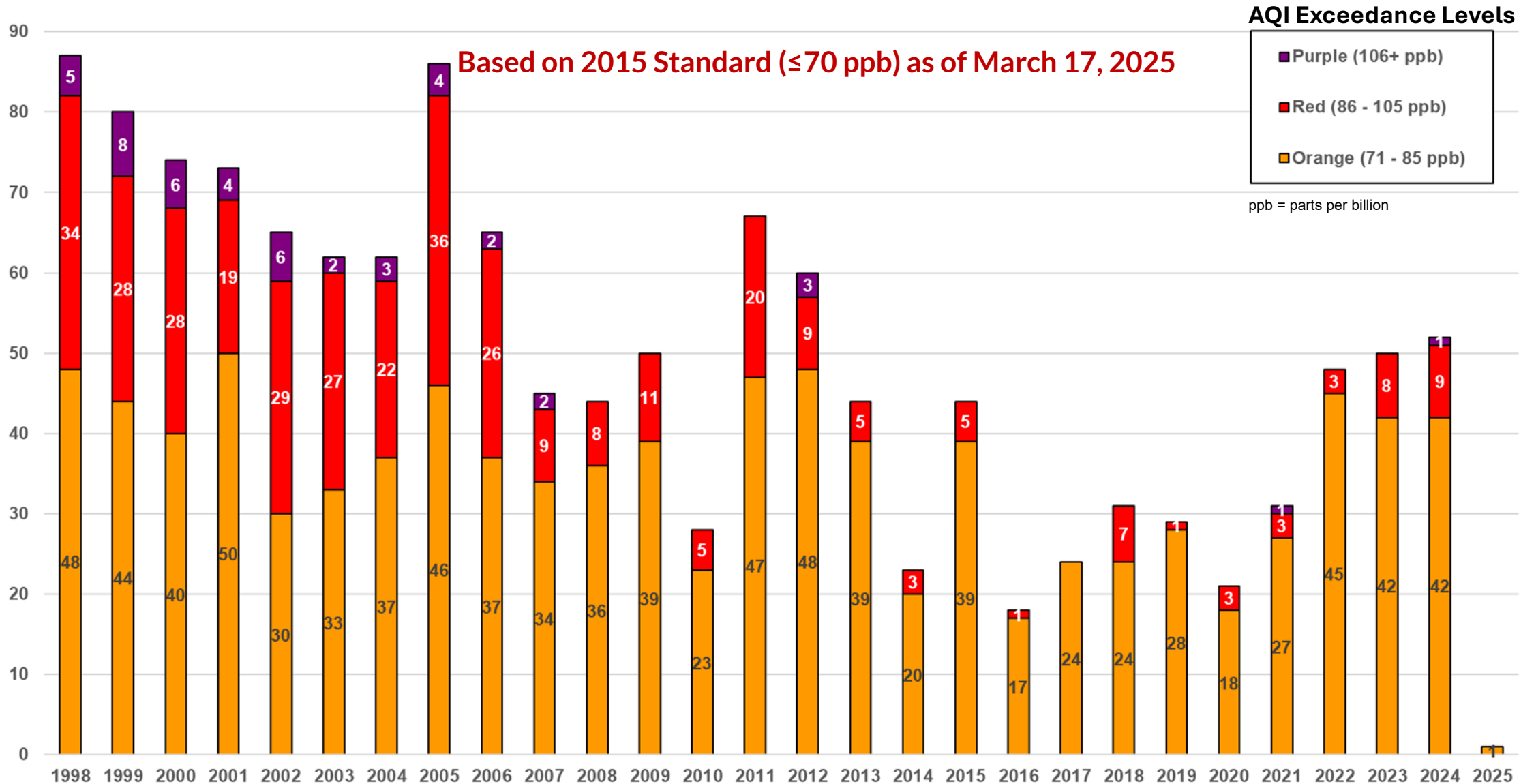
Monitor Values as of March 10, 2025 – Start of the Ozone Season March 1

Five Highest Monitors	4 th Highest Value for Season			Current 2025 Ozone Season Design Value
	2023	2024	2025	
Eagle Mountain Lake	81	89	52	74
Keller	80	88	52	73
Fort Worth Northwest	84	85	47	72
Frisco	82	84	51	72
Denton Airport South	78	84	49	70

Based on 2023-2025 TCEQ ozone monitor data



Regulatory 8-Hour Ozone NAAQS - Exceedance Trends



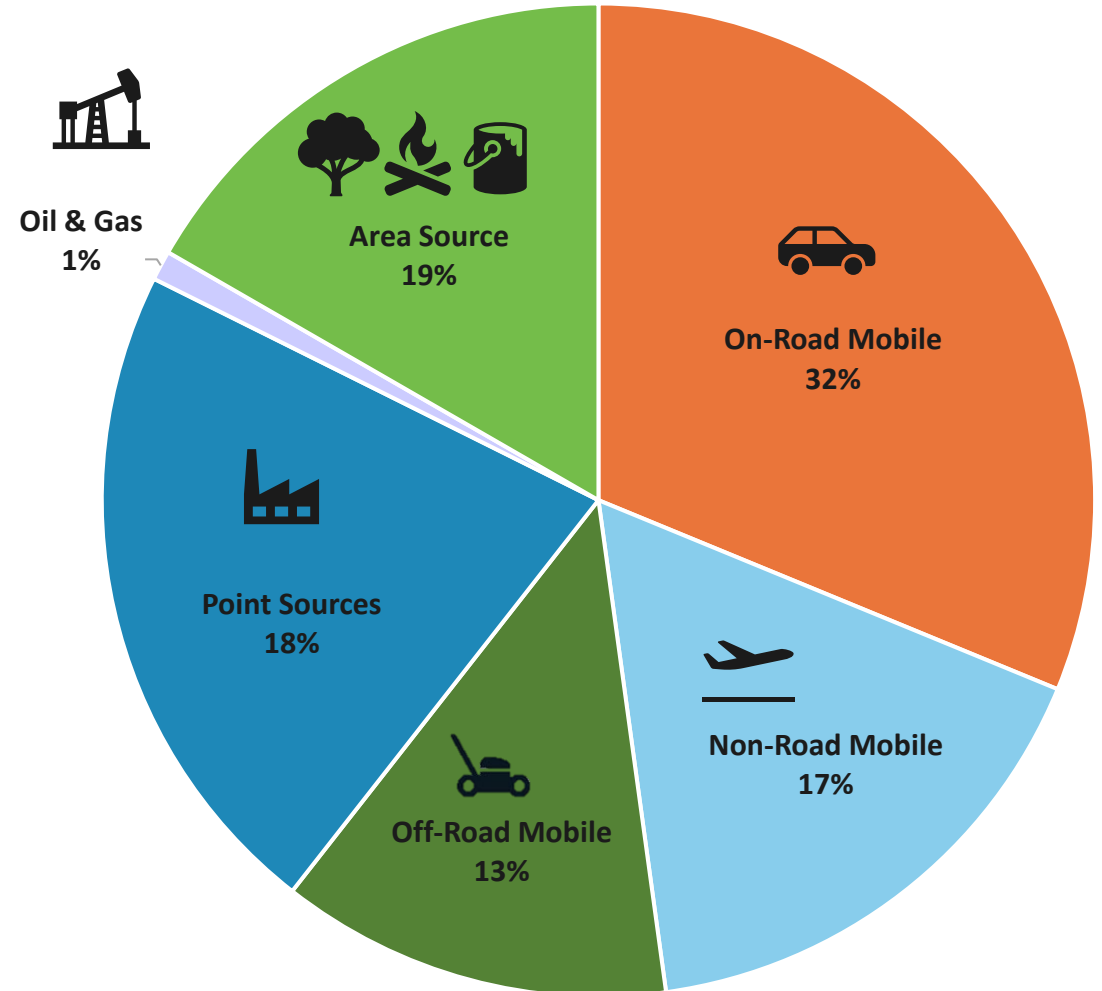
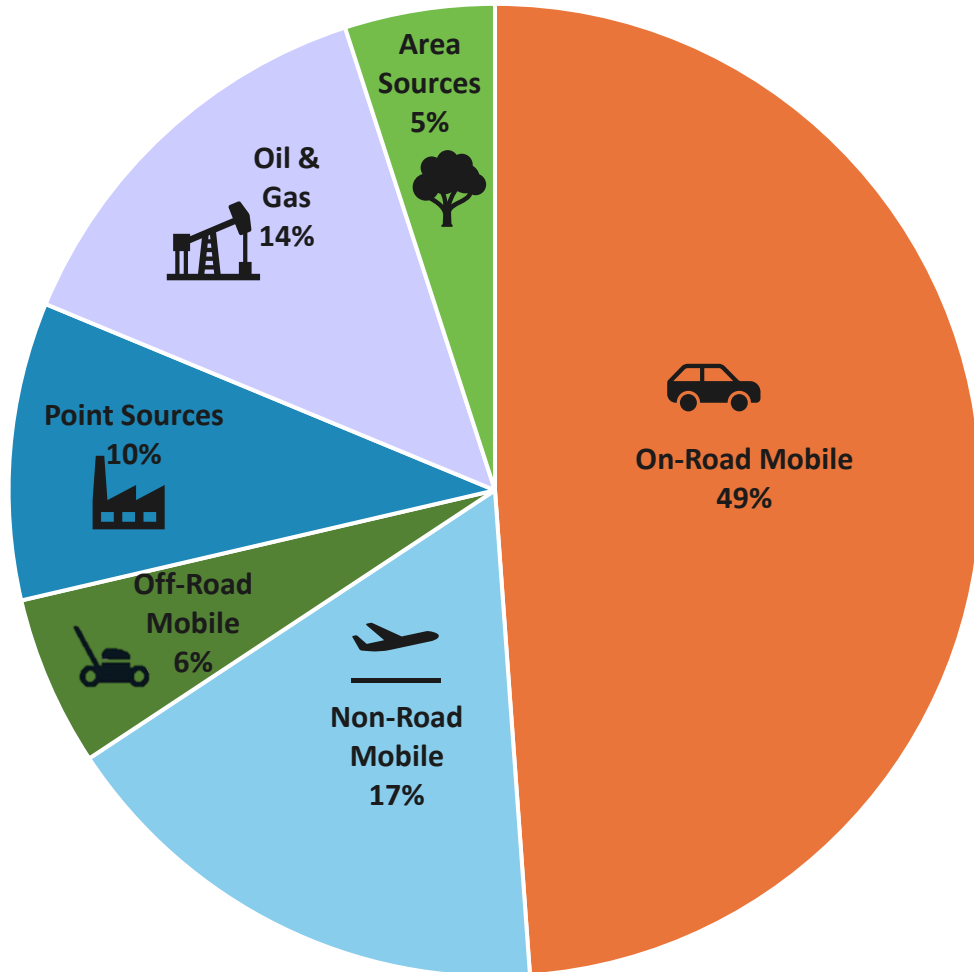
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

Ground-Level Ozone: Precursor NO_x

2006 Inventory of Nitrogen Oxides (NO_x) – 581.9 t/d

2026 Inventory of Nitrogen Oxides (NO_x) – 187.5 t/d



Disconnect Between Modeling and Monitoring

Updated EPA Emission Factor Model (MOVES 4) – Significantly more NO_x
Future TCEQ Emission Inventories to include updated Meteorological Data
2019 to 2022

Diesel Engine Tampering (Mechanical vs. Computer)

Regional Inspection/Maintenance Program Fraud

Emissions Associated to Concrete Batch Plant Permits

Over-Sized/Over-Weight Truck Operations

Light Duty Truck and Trailers (landscaping, towing, etc.)

Bitcoin and Artificial Intelligence Data Centers Requiring Increased Energy



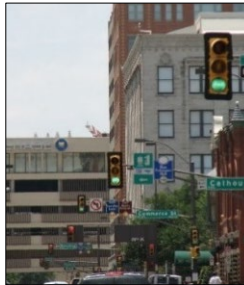
Current Local Air Quality Programs



Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES



FOR MORE INFORMATION

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

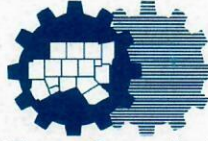
VIVEK THIMMAVAJJHALA
Transportation System Modeler
vthimmavajjhala@nctcog.org
817-704-2504

DANIELA TOWER
Air Quality Planner
dtower@nctcog.org
817-704-5629

ANALISA GARCIA
Air Quality Planner
agarcia@nctcog.org
817-695-9170

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



**North Central Texas Council of Governments**

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

DATE: March 14, 2025

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

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

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

Since February 2003, 143 classes have been offered at the first responder level to 3,838 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 38 classes have been offered at the executive level to 1,433 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

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

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: (817) 640-3028
www.nctcog.org**

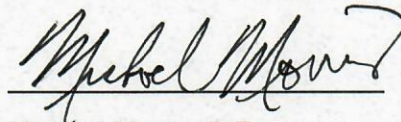
March 14, 2025

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

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

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 1, 2025, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Friday, April 25, 2025. We look forward to your participation on May 1, 2025.



Michael Morris, P.E.

CF:cc

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



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

MAY 1, 2025 | 10AM - 12PM | IN-PERSON MEETING

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

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

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



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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department		0			City of Corinth	Fire Department		0		
	Police Department		23				Police Department		6		
City of Alvarado	Fire Department		0			City of Corsicana	Fire Department		1		
	Police Department		6				Police Department		0		
City of Amarillo	Fire Department		0			City of Cresson	Fire Department		1		
	Police Department		3				Police Department		0		
City of Argyle	Fire Department		0			City of Cross Roads	Fire Department		0		
	Police Department		3				Police Department		3		
City of Arlington	Fire Department		1			City of Dallas	Fire Department		6		
	Police Department		35				Police Department		8		
City of Aubrey	Fire Department		5			City of Decatur	Fire Department		0		
	Police Department		0				Police Department		3		
City of Azle	Fire Department		0			City of Denton	Fire Department		1		
	Police Department		1				Police Department		20		
City of Balch Springs	Fire Department		1			City of Desoto	Fire Department		0		
	Police Department		1				Police Department		1		
City of Bedford	Fire Department		0			City of Duncanville	Fire Department		1		
	Police Department		6				Police Department		4		
City of Benbrook	Fire Department		1			City of Ennis	Fire Department		0		
	Police Department		26				Police Department		4		
City of Boyd	Fire Department		0			City of Euless	Fire Department		3		
	Police Department		2				Police Department		6		
City of Bridgeport	Fire Department		0			City of Farmer's Branch	Fire Department		0		
	Police Department		1				Police Department		6		
City of Burleson	Fire Department		0			Town of Flower Mound	Fire Department		0		
	Police Department		6				Police Department		1		
City of Caddo Mills	Fire Department		0			City of Forest Hill	Fire Department		0		
	Police Department		1				Police Department		7		
City of Carrollton	Fire Department		3			City of Forney	Fire Department		18		
	Police Department		12				Police Department		13		
City of Cedar Hill	Fire Department		0			City of Fort Worth	Fire Department		0		
	Police Department		2				Police Department		19		
City of Celina	Fire Department		0			City of Frisco	Fire Department		2		
	Police Department		2				Police Department		2		
City of Cleburne	Fire Department		1			City of Garland	Fire Department		2		
	Police Department		6				Police Department		1		
City of Colleyville	Fire Department		0			City of Glenn Heights	Fire Department		2		
	Police Department		5				Police Department		10		
City of Coppell	Fire Department		0			City of Granbury	Fire Department		0		
	Police Department		6				Police Department		7		

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	17
City of North Richland Hills	Fire Department	3
	Police Department	27
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	11
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	9
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department	0				TxDOT - Dallas District	Mobility Assistance	17			
	Sheriff's Department	5									
Dallas County	Fire Department	161				TxDOT - Fort Worth District	Mobility Assistance	31			
	Sheriff's Department	9									
Erath County	Fire Department	0				Brownsville	Other	1			
	Sheriff's Department	1									
Hood County	Fire Department	0				Bryan	Police Department	2			
	Sheriff's Department	1									
Hunt County	Fire Department	0				Dallas/Fort Worth Int'l Airport	Fire Department	0			
	Sheriff's Department	2					Police Department	21			
							DPS	2			
Johnson County	Fire Department	1				LBJ Infrastructure Group	Other	31			
	Sheriff's Department	7									
Rockwall County	Fire Department	0				Lindsey Transportation	HOV	16			
	Sheriff's Department	43									
Tarrant County	Fire Marshal	1				Lockheed Martin Fire Department	Fire	1			
	Sheriff's Department	49									
	Mobility Assistance	42									
Wise County	Fire Department	0				MedStar	EMS	20			
	Sheriff's Department	2									
						NTE Mobility Partners	Other	48			
						North Texas Tollway Authority	Transportation	99			
						Protect Environmental	Other	3			
						State of Texas	DPS	134			
						Texarkana	Police Department	1			
						Trinity Metro	Other	5			
						Towing	Wrecker Services	21			

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

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

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

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

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

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

Schedule of Revised PM2.5 Primary Annual Standard

June 25, 2024: TCEQ hosts public information meeting

TCEQ considers recommending nonattainment designations for Dallas and Tarrant Counties (plus 2 other counties elsewhere in Texas)

**Dec. 18, 2024: TCEQ Commission considers designation package
(no action taken)**

**February 6, 2025: Governor recommends to EPA all counties in attainment
(letter attached)**

February 7, 2025: State's designations to EPA due

EPA sends 120-day letter by October 2025 indicating intended designations

State opportunity to respond prior to EPA finalizing designations in 2026



GOVERNOR GREG ABBOTT

February 6, 2025

The Honorable Lee Zeldin
 Administrator
 U.S. Environmental Protection Agency
 William Jefferson Clinton Building
 1200 Pennsylvania Avenue, N.W.
 Washington, D.C. 20760

Re: State Designations for the 2024 Revised Primary Annual Fine Particulate Matter National Ambient Air Quality Standard (NAAQS or Standard)

Dear Administrator Zeldin:

On February 7, 2024, the Biden–Harris Administration’s U.S. Environmental Protection Agency (EPA) authorized a substantial lowering of the primary annual fine particulate matter (PM_{2.5}) NAAQS by pointing to alleged public health benefits. Ironically, the legally required scientific evidence used to support the revision was nearly identical to the evidence the Trump Administration used in 2020 to conclude that the 2020 PM_{2.5} NAAQS was protective of public health.

The State of Texas, along with numerous other states, private entities, and interest groups filed suit challenging the revised PM_{2.5} Standard. The petitioners correctly state that the revised PM_{2.5} NAAQS is unlawful, violates the federal Clean Air Act (FCAA), and should be vacated. *See Commonwealth of Kentucky and State of West Virginia, et al. v. EPA*, D.C. Cir. Dkt. No. 24-1050 (consolidated with 24-1051, 24-1052, 24-1073, and 24-1091). Rather than revising the PM_{2.5} NAAQS pursuant to the FCAA’s explicit authorization—to focus on “public health”—the previous EPA seems to have heavily relied on President Biden’s policies of advancing environmental justice. This is supported by the fact that this is the first time in history EPA has ever voluntarily initiated and effectuated a reconsideration of a NAAQS outside the normal statutory review period. Even though the case remains pending, I reiterate Texas’ view that the previous Trump Administration’s 2020 decision should be reinstated. I additionally urge EPA to reconsider the 2024 PM_{2.5} NAAQS.

The consequences of arbitrarily revising the PM_{2.5} Standard are significant and far reaching. Designating areas as “nonattainment” results in staggering economic costs and complex permitting requirements. One study estimated the costs to implement the 2015 eight-hour ozone NAAQS to be between \$3.2 and \$36.2 billion dollars for one nonattainment county.¹ These costs include increased expenses for pre-construction permitting (new source review), general and transportation conformity, and other regulatory hurdles for air quality planning. Additionally, there are potential national

¹ Nivin, Steven R. Ph.D., LLC for Alamo Area Council of Governments, Potential Cost of Nonattainment in the San Antonio Metropolitan Area, February 21, 2017, <https://aacog.gov/sites/default/files/2022-07/Potential%20Cost%20of%20Nonattainment%20in%20the%20San%20Antonio%20Metropolitan%20Area%20%28Report%29.pdf>

The Honorable Lee Zeldin

February 6, 2025

Page 2

security implications for areas with military and Department of Defense operations due to delays in, or the constricting of, critical military defense operations.

Section 107(d) of the FCAA requires the governor of each state to submit to EPA a list of all areas with a designation of attainment, nonattainment, or unclassifiable, within one year of the promulgation of a new or revised NAAQS. Because of the Biden–Harris Administration’s arbitrary and unlawful adoption of the revised PM_{2.5} NAAQS, I urge EPA to defer all designations. Alternatively, because the FCAA requires that governors submit designations to EPA, I am designating all counties within the State of Texas with regulatory monitors and complete data meeting the 2024 PM_{2.5} NAAQS as attainment, and all remaining counties will continue to be designated as “attainment/unclassifiable.”

Sincerely,

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

Greg Abbott
Governor

GA:bhd

cc: The Honorable John Cornyn, United States Senator
The Honorable Ted Cruz, United States Senator

W. Scott Mason IV, EPA Administrator for Region 6
Brooke Paup, Chairwoman, Texas Commission on Environmental Quality
Kelly Keel, Executive Director, Texas Commission on Environmental Quality

Brooke T. Paup, *Chairwoman*
Bobby Janecka, *Commissioner*
Catarina R. Gonzales, *Commissioner*
Kelly Keel, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

February 13, 2025

The Honorable Duncan Webb
Collin County Commissioner
Precinct 4
2300 Bloomdale Road, Suite 4192
McKinney, TX 75071

Dear Commissioner Webb:

Thank you for your letter dated January 14, 2025, sent on behalf of Collin County to address concerns of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) related to ozone monitoring and mitigation strategies. The Texas Commission on Environmental Quality (TCEQ) appreciates your input. As we develop required updates to the state implementation plan (SIP) concerning the Dallas-Fort Worth 2008 and 2015 ozone standards nonattainment areas, TCEQ will take into consideration the list of requests you made in your letter.

To stay updated on our upcoming SIP outreach efforts, please visit TCEQ's [SIP Hot Topics](https://www.tceq.texas.gov/airquality/sip/Hottop.html) webpage (<https://www.tceq.texas.gov/airquality/sip/Hottop.html>) and subscribe to SIP Hot Topics through [GovDelivery](https://service.govdelivery.com/accounts/TXTCEQ/subscriber/new) (<https://service.govdelivery.com/accounts/TXTCEQ/subscriber/new>). Please contact Donna F. Huff, Deputy Director of the Air Quality Division, with questions or additional input (Donna.Huff@tceq.texas.gov or 512-239-6628).

Sincerely,

A handwritten signature in black ink that reads "Richard C. Chism".

Richard C. Chism, Director
Office of Air



**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.

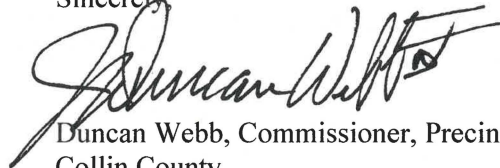
Background ozone contributions present another layer of complexity in achieving compliance with ozone standards. While strategies were requested to address these contributions, specific insights or solutions for managing background ozone levels were not provided. This hinders the development of a comprehensive 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.

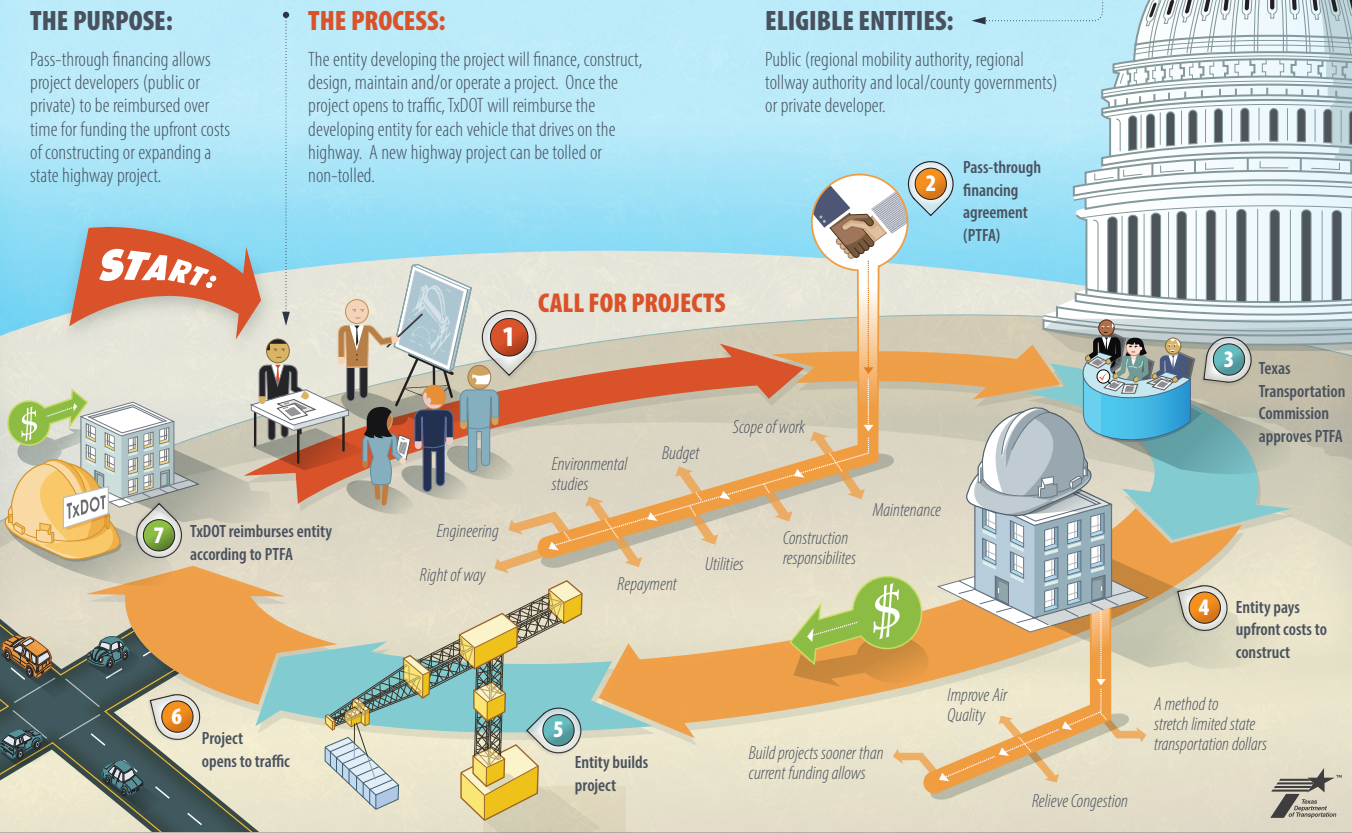
Sincerely,



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

PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 5 agreements; most are agreements with public entities and one is an agreement with a private entity.



FOR MORE INFORMATION: www.txdot.gov/business/governments/pass_finance.htm

SOURCE: TxDOT

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist



Dear District Engineer Clemens, TXDOT Maintenance Crew and other responsible parties:

"On behalf of the Kleberg Neighborhood Association and Crime Watch, we want to extend our sincere appreciation for your swift response in addressing the graffiti at the underpass of US 175 and Belt Line Road in Kleberg. Keeping our public spaces clean and free of such harmful imagery is vital to maintaining the safety and well-being of our residents. We are grateful for your dedication and hard work in ensuring our community remains a welcoming place for all. Thank you again for your commitment to Kleberg and the greater Southeast Dallas area. We look forward to continuing to work together to keep our neighborhoods safe and well-maintained."

— Best regards, Mrs. J. Ramirez of Kleberg, Texas

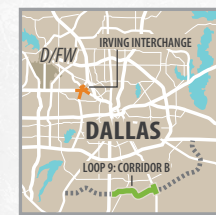
SOURCE: Texas Department of Transportation

TxDOT graphics

DALLAS DISTRICT PROGRESS

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

Dallas District Honored with Two Top TxDOT Awards



The Dallas District garnered statewide honors in February 2025 by earning two highly coveted "We Build Texas" project awards. Each year, TxDOT's

Construction Division recognizes projects where department and contractor personnel work together to overcome construction challenges in the field. The awards also serve as a recognition to personnel who embrace good partnering techniques and establish positive working relationships and best practices for future projects.

A second category of awards recognizes individuals who developed plans, specifications and estimates for project designs that resulted in no or only minor construction issues.

The Dallas District was the only district to earn an award in both categories this year!

First, the **Irving Interchange** project took home a construction project award for Large/TEX-Size projects. Congratulations to Director of Construction **Brenan Honey, P.E.**, project manager **Dereje Tesemma, P.E.** deputy project manager **Michael Bazie, P.E.**, and chief inspectors **Sunny Mahida** and **Dennis Whitson** for all their hard work in delivering the \$301 million project, which was the largest single design-bid-build project contract in district history when it was awarded. The Irving Interchange was completed in summer 2024.



TxDOT project team celebrates completion of the Irving Interchange.

SOURCE: TxDOT



Crews put finishing touches on the initial phase of Loop 9, which opened in late January.

SOURCE: TxDOT

Congratulations also to District Bridge Engineer **Rostam Mahbod, P.E.** and District Design Supervisor **Pauline Morrel, P.E.**, for their work on the **State Loop 9 Segment B** project. Morrel and Mahbod led the design effort on a 12-mile section of new location roadway, a project that featured large portions built as bridges in floodways and adjacent to Ten Mile Creek. The project also featured

construction of the Malloy Bridge Road/Business 45 as a fully elevated intersection. The first phase of Segment B, which features one lane in each direction and an alternating passing lane, opened in January 2025.

TxDOT's Construction Division will present the awards at the Construction, Materials, and Alternative Delivery Conference on **April 1 in Round Rock.**

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/report-issue-subpage/road-needs-repair.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



FEBRUARY 2025 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID (M)
1	0009-11-254	I-30	I-35E to I-45	Widen freeway	Balfour Beatty Infrastructure, Inc.	\$888.70
2	0816-02-089	FM 455	E of Marion Rd. to US 377	Rehab. existing roadway	American Lighting and Signalization, LLC	\$4.40
3	2681-01-029	FM 2499	FM 2499: FM 1171 to Tarrant C/L to FM 3040; BS 121H to I-35E SB FR	Full depth concrete repair and pavement marking	Jagoe-Public Company	\$5.12
*	0581-01-165	Various	Various intersections to in the City of Dallas	Traffic signal improvements	Stripe-A-Zone, LLC	\$2.93
*	0918-00-431	Various	Various locations to preventative maintenance FY 25	Preventive maintenance	Stripe-A-Zone, LLC	\$1.15
*	0918-46-355	Various	Various locations to in Denton County	Preventive maintenance	Roy Jorgensen Associates, Inc.	\$1.92

* Unmapped.

ESTIMATED TOTAL \$904.22 M
DISTRICT FY CUMULATIVE LETTINGS \$1,353.77 M

MARCH 2025 LET PROJECTS - (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-04-077	I-45	At SH 34 (Ennis Ave.)	Intersection improvements with RT/LT turn lanes	\$7.68
2	0135-02-071	US 380	On Industrial Blvd. from SH 5 to Westmoreland Dr.	Install Illumination	\$3.95
3	0135-03-046	US 380	Airport Dr. to CR 458	Widen road, and add lanes	\$133.82
4	0442-02-161	I-35E	At Bear Creek Road	Construct new roadway lanes	\$16.99
5	0581-01-183	SL 12	Forsythe Dr. to Mystic Trail	Install traffic signal	\$5.09
6	1017-02-014	FM 35	I-30 to Hunt County line	Rehabilitate existing roadway	\$1.62
7	1068-04-182	I-30	MacArthur Blvd. to Beltline Rd.	Install/rehabilitate ITS	\$0.39
8	1159-02-035	FM 879	0.3 miles W of FM 1722 to FM 813	Restore existing pavement and add shoulders	\$11.18
9	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd.	Widen/reconstruct 2-lane rural to 6-lane urban	\$111.21
10	2681-01-027	FM 2499	At FM 407 (Justin Rd.)	Intersection improvement	\$3.46
*	0196-03-293	I-35E	Various locations along I-35E and I-30 in Dallas County	Install roadway illumination and WWD systems	\$12.84

* Unmapped.

ESTIMATED TOTAL \$308.23 M

COMPLETED CONSTRUCTION PROJECTS - (FROM FEBRUARY 1-28, 2025)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-161	US 75	At Ridgeview Drive	Interchange improvement	\$43.6	2/4/2025
2	0197-02-133	US 175	I-635 to Kaufman County line	Corridor traffic management	\$2.1	2/24/2025

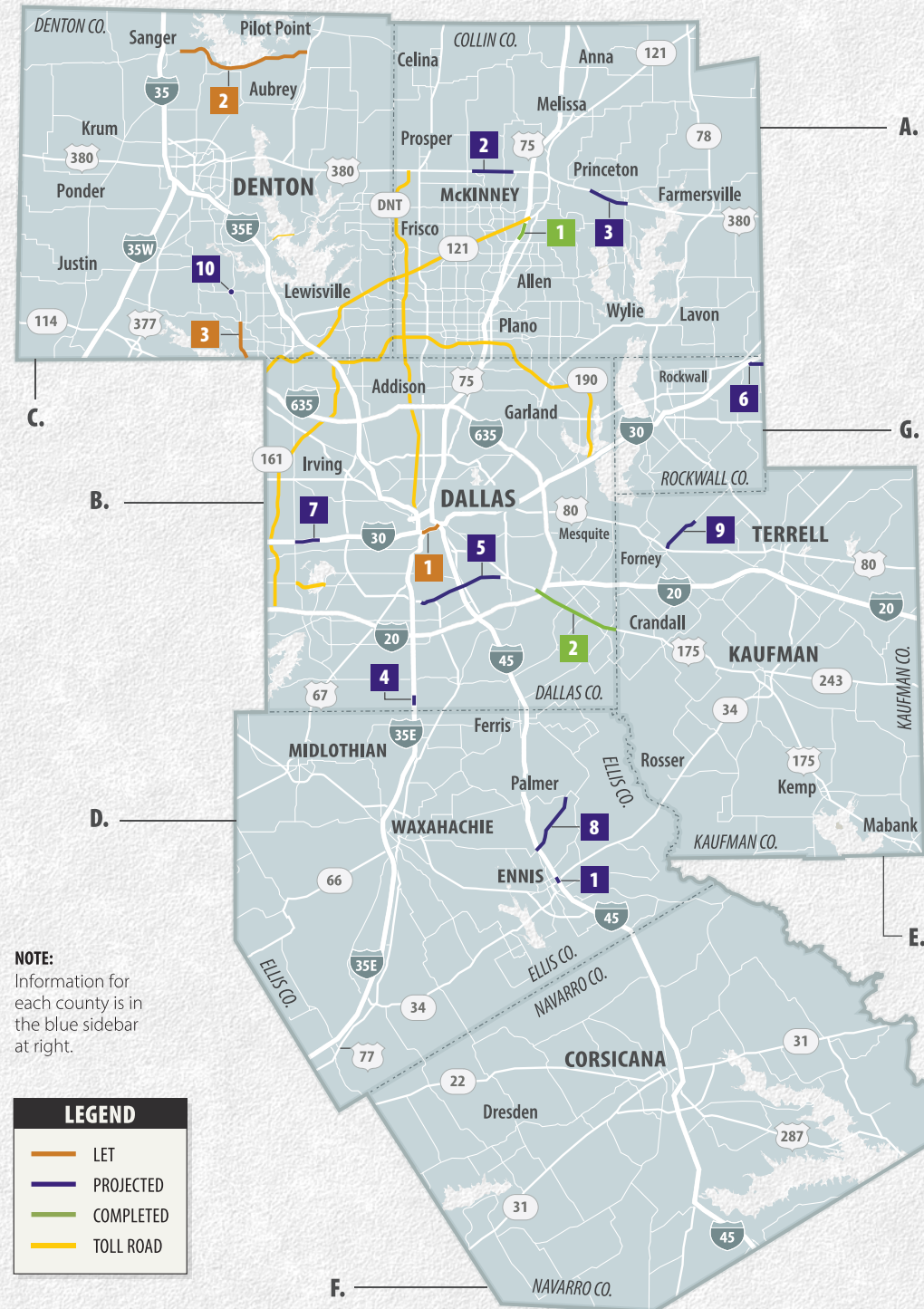
ESTIMATED TOTAL \$45.7 M

SOURCE: Texas Department of Transportation

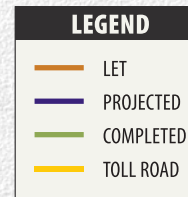
TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

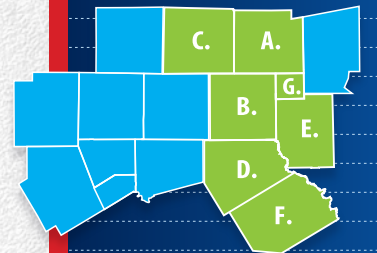
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in February 2025, are projected to let in March 2025, or have recently been completed.



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



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



MINUTESREGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETINGFederal/State Partnerships for the Intercity Passenger Rail Program
Mobility 2050: The Metropolitan Transportation Plan for North Central Texas
Community Noise Mitigation Program Grant
2025 Strategic Transportation Funding ProgramMeeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Tuesday, Feb. 11, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogFeb25. Dan Lamers, Senior Program Manager, moderated the meeting attended by 121 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:

- Federal/State Partnerships for the Intercity Passenger Rail Program – **presented by Valerie Alvarado**
- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Community Noise Mitigation Program Grant – **presented by Amanda Wilson**
- 2025 Strategic Transportation Funding Program – **presented by Cody Derrick**

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/nctcogFeb25.

Summary of Presentations

Federal/State Partnerships for the Intercity Passenger Rail Program presentation:
<https://nctcog.org/getmedia/00df0569-a4d4-4ab9-8e36-79fea9b3b4f4/Federal-State-Partnership-Program-Presentation.pdf>

The Intercity Passenger Rail Program aims to improve American passenger rail assets by funding projects that improve performance or expand and establish new intercity passenger rail service, including privately operated intercity passenger rail. The proposed project for the grant application is the planning and development of double tracking the remaining single-track sections of the Trinity Railway Express (TRE), including the IH 35 Stemmons Freeway and SH 360 bridges.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:

<https://nctcog.org/getmedia/ec1c415b-1a60-4b66-90da-34314e45eae8/Mobility-2050-Presentation.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

Mobility 2050 replaces the current MTP, Mobility 2045-2022 Update, and includes population and employment forecasts, goals, a financial plan and an air quality analysis. The financial plan will include new financial forecasts, comprehensive updates to policies and will build on the performance measures framework from the current plan. The Plan will also undergo a baseline analysis, financial assessment and non-discrimination analysis to ensure it meets targets.

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. To take part in the Plan's survey and assist planning staff in understanding how the transportation system works for the public, visit: www.publicinput.com/Mobility2050.

Community Noise Mitigation Program Grant presentation:

<https://nctcog.org/getmedia/d2d4b32c-04f9-4045-bbca-fbbb27acfd21/Community-Noise-Mitigation-Program-Grant-Presentation.pdf>

NCTCOG was awarded grant funding through the U.S. Department of Defense Community Noise Mitigation Program. This funding will be used to install noise mitigating insulation at six school district facilities near Naval Air Station Joint Reserve Base Fort Worth (NAS JRB Fort Worth).

The purpose of NAS JRB Fort Worth is to train and deploy combat forces. It is home to over 10,000 personnel and provides runway and air traffic control services for Lockheed Martin.

2025 Strategic Transportation Funding Program presentation:

<https://nctcog.org/getmedia/5bcbb841-7e31-499b-9273-1183fd79bdb1/2025-Strategic-Transportation-Funding-Program-Presentation.pdf>

Over the past few months, NCTCOG staff have been evaluating funding requests from agencies in the Dallas-Fort Worth region. The 2025 Strategic Transportation Funding Program is a culmination of these efforts and proposes to award both federal and local funding for transportation projects across the region.

Major projects being recommended to receive funding include the following:

- State Loop 12 Safety Improvements
- Maintenance Pilot Program for Safety
- Laud Howell Parkway
- Panther Island Bridges
- Johnson County Bond Program Partnership
- FIFA World Cup Transportation Needs

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://nctcog.org/getmedia/cce62ecf-603c-41ce-ae24-14db3d479983/February-2025-TIP-Modifications.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant and Wise Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA) are also included.

Modifications to the FY2024 and FY2025 Unified Planning Work Program handout:

<https://nctcog.org/getmedia/90065c8a-2b7e-4acf-a9c1-aa83cfac4d60/UPWP-Mod-4-February-Online-Outreach-Posting-021125.docx>

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas. For more information on the FY2024 and FY2025 UPWP, visit www.nctcog.org/upwp.

COMMENTS RECEIVED DURING THE MEETING

Federal/State Partnerships for the Intercity Passenger Rail Program

Phyllis Silver, Citizen

A. Trinity Railway Express (TRE) service

Comment: You mentioned the TRE is being double tracked, and I'm very glad it's being worked on. It's my understanding, the reason why there is usually no Sunday service is because that day is reserved for maintenance because it's single tracked in certain areas. I'd be interested to know the tentative completion date of the double-tracking. would be.

Summary of response by Dan Lamers: There are maintenance needs that must occur, and TRE does triple duty with passenger service, Amtrak service and freight rail service. With all of that, there are very few windows that are long enough to do significant maintenance activities on the corridor because there does have to be time allotted for that. It also comes down to funding. Operating a rail line is not cheap and DART and Trinity Metro do a good job of understanding what the ridership characteristics are to know when service is needed. Double tracking the TRE will help with the capacity side. For example, if maintenance occurs or a track has to be shut down for a period of time, there's at least another track that goes the entire length that will be able to be used.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. Definition of off-street pathways

Comment by Phyllis Silver: Gwen talked about off-street pathways, and I wanted to get a better feel for what that means. I'm not a bicyclist, but I am very much a pedestrian and sometimes the streets and sidewalks are not conducive for walking.

Summary of response by Gwen Dorko: An off-street pathway does not share the road with a vehicle. We'll coordinate with our bicycle and pedestrian staff to give you a full definition, but off-street pathways are generally more protected than on-street ones are.

Summary of response by Dan Lamers: Twenty-five or 30 years ago, the region developed the Veloweb, which is an interconnected system of off-street bicycle and pedestrian facilities. Knowing this region is very automobile centric and that roadways are at maximum capacity in fast growing communities, the safest way of accommodating bicycles and pedestrians is to encourage off-street pathways. Some of the worst incidents we see on our roadway system have to do with pedestrians and vehicles. We take this very, very seriously and try to make sure incidents don't occur at all, if we can help it. But that's not to say there is no room for on-street facilities. We also encourage cities to implement roadway designs that safely accommodate bicycles and pedestrians. It is not a "one size fits" all. It's kind of both.

Community Noise Mitigation Program Grant

Chuck Ozemeke, DCCM/ATG

A. Funding requirements

Question: If there are situations where local governments cannot pay 10 percent, can the federal government cover 100 percent of the cost for this kind of program?

Summary of response by Amanda Wilson: For this program, the Department of Defense is required to have a 10 percent local match, which is why you see the Regional Transportation Council trying to help school districts like Lake Worth and White Settlement come up with that 10 percent match. Providing \$400,000 for the project would've been a pretty heavy lift, and splitting the cost between the two districts is much more manageable. It's not easy. It's great you get 90 cents on the dollar, but you still need to come up with that 10 cents.

Other

Frank Wise, The Burrell Group

A. Impact of Executive Orders

Comment: Everything we've talked about this morning is related to federal funding. Do you have any sense of whether we need to be concerned about any funding withdrawals?

Summary of response by Dan Lamers: We're currently reviewing all of our programs and projects to determine what type of funding source they've been allocated. The way our staff understands it, if funds are formula driven and obligated, they're probably going to be able to move forward. If funding is discretionary, they may or may not be able to move forward, depending on what the federal review shows regarding those grants. In his presentation, Cody mentioned both Surface Transportation Block Grant (STBG) and Congestion, Mitigation and Air

Quality (CMAQ) funds, which are both federal formula funds that come to the State and then get allocated to our region. The Regional Transportation Council has the authority to select the projects that receive those types of funding. We are very cognizant of the funding sources, and we are reviewing everything, so we can work with our elected officials not only here but in Austin and Washington to determine how to best proceed.

Zubin Segal, Shell Recharge

A. Impact of Executive Orders

Comment: Is there any concern by the NCTCOG about federal grant funding, as related to the Executive Orders pausing federal grants? We are aware of the number of grants that are either on pause or cancelled. Any clarity would be appreciated.

Summary of response by Dan Lamers: Yes, there is a lot of uncertainty. We understand it will take some time to achieve clarity. If grants are eventually canceled, and it is the desire of the region and the community to move forward with specific initiatives, we will work with our local partners to try and make sure we can either move forward with them or find alternate sources of revenue or find alternate projects that serve similar purposes.

Steve Babick, Citizen

A. Hybrid meeting format

Comment: Thanks for accommodating virtual attendance.

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

Email

Thomas Wall Simons, Citizen

Why do you have this meeting in a town that doesn't have mass transit?

Summary of response by NCTCOG Transportation Staff

Thank you for reaching out to the NCTCOG Transportation Department with your question. In years prior, we hosted several in-person public meetings each month around the DFW Metroplex. Due to various factors, including attendance numbers and impacts from the pandemic, we began hosting these meetings in a hybrid format at our Arlington headquarters to provide better accessibility for the public. Citizens can now attend our monthly public meetings in person or participate via phone, email or website.

The February meeting will be accessible online at publicinput.com/nctcogFeb25. A live recording will also be available after the meeting, and the comment period is open until Wednesday, March 12. If patrons would like to participate in person and need a ride, they can request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app, which can be downloaded at: www.arlingtontx.gov/ondemand. If you have any additional questions or comments, please feel free to reach back out to us. We would be happy to address them.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

Comments/Questions Public Meeting

Tuesday, February 11, 2025

Federal/State Partnership for the Intercity Passenger Rail Program

pg. 2 - Comment - I am very much in favor of your purpose statement. Keeping our passenger rail system in a state of good repair, improving performance and reliability, and expanding or establishing new intercity passenger rail service is extremely important to our region.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

pg. 7 - Comment - I concur with the three main concerns

- unsafe cyclist and pedestrian conditions
- roadway congestion and commute times
- rising demand for expanded public transportation.

→ Special Comment for Gwen Dorko.

Thank you for your phone message clarifying pathways, roadways, and related concepts ←

Community Noise Mitigation Program Grant

Overall Comment: This is an excellent initiative - I realize that my following comment is out of the scope of the CNMP Grant Project, however I would like to see the following be introduced in another program:

My wish is to expand the noise integration program beyond military aviation noise. At Addison Airport, sometimes a plane "rears up" for approximately one hour, creating a deafening noise as you walk on the trails within Addison Circle Park, across Addison Road from the Airport. I understand that Love Field has a noise mitigation program. I would like this to be introduced at other airports also. It is my

understanding that the Love Field Noise Mitigation Program is to ease the burden on the residential and Commercial communities in their area.

2025 Strategic Transportation Funding Program

Pg 3 - comment - Traffic signals and pedestrian improvements to enhance safety and safe crossings for pedestrians are important to me. I have been sending in my comments about this topic to NCTCOG, most recently in November 2024 with my comments on the October 2024 Public Meeting. Specifically, I have been addressing the pedestrian crossings at the shopping center at Preston/Forest and Preston/Royal. I directed my comments to Vickie Morris

This month, I am writing to Vickie Morris suggesting that an example of better pedestrian crossings are in Addison on Belt Line Road at Business Avenue (east of Marsh on Belt Line). Traffic signals are timed, allowing safe passage for pedestrians. The only deficiency that I can detect here is the difficult accessibility of the walk button for pedestrians/bicyclists to press.

I am aware that it is up to the cities to implement the protective traffic signals. Perhaps COG can work as partners with the cities to achieve safe crossings.

Pg 8 - Comments/question - FIFA World Cup Transportation

Comment/question - I take it that Parking Lot H serves the Arlington Entertainment District and the stadiums. Is that correct?

additional comment/question - I realize that the scope of this project is only for the FIFA World Cup events, however I would like to see an outgrowth of this to have permanent operation of buses from the TRF CentrePoint Station to Parking Lot H when there are events. Would this be possible? It would be nice to attend events and ball games with public transportation..

Phyllis Blum

3/7/2025

PUBLIC COMMENTS REPORT
WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This document is a compilation of public comments submitted from Monday, Jan. 20 through Wednesday, Feb. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and transit 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 27 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://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Facebook –

1. Mobility 2050, intercity passenger rail, and more for review/comment. – NCTCOG Transportation Department



Do the number of riders justify cost or is it a money loser? Just asking. – Brian Bennett

Public transit, like roads, doesn't and shouldn't have to make a profit to be worthy of investment. Hope that helps. – Tanner Grayson Petrovich Dorman

It should be like I30 between Dallas and Ft. Worth after cost of building it, no tolls. – Brian Bennett

NCTCOG, another unelected group of bureaucrats messing with TX citizens and spending our money! – Jm Lawrence

Why is this during the week at Noon? – Lisa Healy

Because they don't actually want people to come. – Matthew Banks

So you and working citizens can't be there. – Penelope Soba

Will we be losing our rural transportation services under Trump? – David Wolf

They won't listen, especially if Gilmore is still running the entire show over there. He won't even listen to residents in the city he is mayor for (Lewisville), much less listen to complaints about DCTA (the Denton transportation organization he is Chairman of the Board for.....conflict of interest). – Bonni Crisfulli

To view additional comments on this post, visit

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0Akg4q2X6vrEB5qJTNV3xk6sf2CCUfyNy6Nf8TA11sHiZrfctrUDvqUqj4UdpPzjnl>

Instagram –

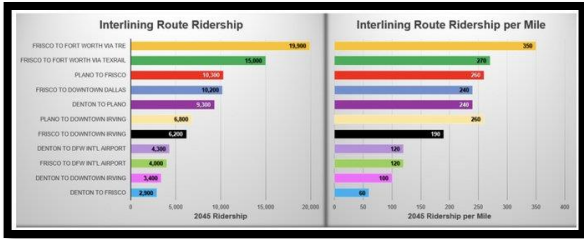
1. Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area and documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. Help @nctcogtrans identify transportation needs in your community! Access North Texas documents transportation needs with a focus on older adults, people with disabilities, and individuals with lower income across the region. Take the survey to provide your input at PublicInput.com/AccessNorthTexas #survey #nctcog #northtexas #transportationplanning – Walkable Fort Worth (@walkablefortworth)



Transit

X (Formerly Twitter) –

1. This particular map is from the Irving to Frisco Corridor Study, released in 2021 by @NCTCOGtrans. It details all theoretical interlining routes if the Frisco to Irving corridor were to be built, regardless of ridership. They estimate ridership on these lines as follows. – Alex Wolford (@TheTexanRhino)



If all of these lines were implemented (which NCTCOG isn't proposing), a regional train (not including the DART green line) would theoretically arrive at Downtown Carrollton Station roughly every 46 seconds, assuming 20-minute frequencies on every line operating bi-directionally.

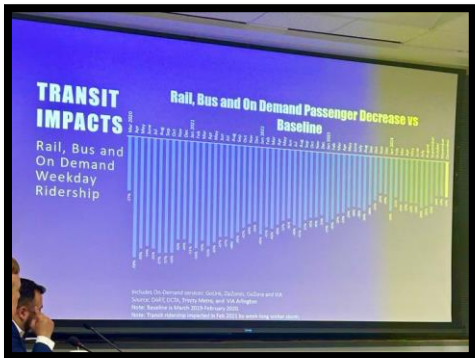
Interlining Ridership Modeling: High-Level
 These lines shown in Figure 9 were then modeled using NCTCOG's RTM using the 2045 network, which assumes the planned roadway and transit projects to be built by 2045 exist and include 2045 population and employment forecasts.
 All lines were modeled simultaneously with a 20-minute headway (frequency) in the peak period (several hours in the morning and afternoon when the most trips are experienced throughout the network) and a 60-minute off-peak headway.

To clarify, NCTCOG isn't seriously considering building all these routes, and they outline which ones they do and don't see potential in below. This also isn't a comprehensive future regional rail map; these are just the lines that would interact with a Frisco to Irving corridor.



The full report that I'm referencing can be found here:
<https://nctcog.org/getmedia/6d9a4734-e5a7-446b-b3d5-d3e1856c09e0/12F-Rail-Corridor-Report-09302021.pdf> — Alex Wolford (@TheTexanRhino)

2. How is transit doing in our region since Covid-19? Source: @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Instagram -

1. This month we've been highlighting innovations in transportation in our #TopicoftheMonth series. Did you know that five North Texas cities have submitted proposals for a gondola system that would allow riders to hail aerial cable cars on demand? The concept was developed by Whoosh and aims to innovate transit. Google spinoff Swift Cities is working with NCTCOG to identify potential locations for the first installations in North Texas. Learn more here: <https://www.nctcog.org/trans/about/educate/topic-of-the-month>. – NCTCOG Transportation Department (@nctcogtrans)



How fast do these even go? Are they an actual way to efficiently move people in a city or a glorified amusement ride? – Julio Alvarez (@j.alvarez.b)

Anything but actual transit... – Austin Hamill (@greatvalue.exe)

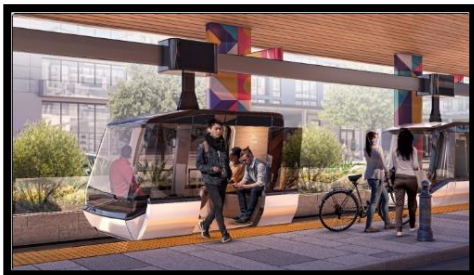
It makes no sense spending money on this instead of expanding DART. – Ben Rozelle (@benballer456)

Only places this would make sense:

- Victory Park-Design District-Trinity Groves •Midtown (Vickery Meadow)-The Village-Lake Highlands Town Center-Northpark •Victory Park-Oak Lawn-West Village
- Downtown Fort Worth-Panther Island-Stockyards. I don't think this is a good transit option. It's definitely not better than just expanding DART or Trinity Metro. If it must be built, please do not build it in isolation. Connect it to existing transit. Or just give to Frisco who cares. – Nick Palles (@nickpalles)

LinkedIn-

1. This month we've been highlighting innovations in transportation in our #TopicoftheMonth series. Did you know that five North Texas cities have submitted proposals for a gondola system that would allow riders to hail aerial cable cars on demand? The concept was developed by Whoosh and aims to innovate transit. Google spinoff Swift Cities is working with NCTCOG to identify potential locations for the first installations in North Texas. Learn more here: <https://www.nctcog.org/trans/about/educate/topic-of-the-month>. – NCTCOG Transportation



Yes please!! – Leila Banijamali

Facebook-

1. Help us identify transit solutions! Take the 76104 Transit Needs Survey for a chance to win a \$50 Visa gift card. – NCTCOG Transportation Department



Yes, work needs to be done. – Lona Louise Turner

Yes, I visited 76104 almost every other day. It's real expensive for me. – Joe Sanchez Sr.

High Speed Transportation

LinkedIn-

1. My family and I were recently in Paris and commuted to Amsterdam, Brussels and other areas in France on the high-speed rail system that got up to 195mph and you felt nor heard anything, and it was timely. It's amazing the America has no high-speed train and I personally know there has been a push for it since 2013. The train works! Amtrak #Dallas #Houston NCTCOG Transportation Dallas Regional Chamber Regional Hispanic Contractors Association (RHCA) RBCA DFW Eric Johnson Kimberly Bizer Tolbert JBJ Management DART (Dallas Area Rapid Transit) #AndyByford – Willis Johnson



More pointedly, Dallas needs a more robust metro system in general. Think DC metro. I understand it's a mindset shift, but I'm not moving from this stance. — Victoria I. Upton, M.S.

Agreed! Dallas to Houston- Long overdue. Ft. Worth to Dallas - Upgrade our existing TRE system! — J.A. Armstrong III

Makes no sense. — Jon Wyndham

👏 — Melissa Faith Hart

The high-speed trains in Europe are phenomenal and railway stations are such an integral part of the city. It is quite surprising that we have nothing similar here. — Ilona Münzer, MA, ACE

LBJ signed the High-Speed Ground Transportation Act in 1965. It's beyond time for this to come to the US and Dallas to Houston is the project that is ready to go! — Gay Donnell Willis

Other

Instagram –

1. Every breakthrough in transportation begins with a good idea. And those ideas come from the people who've devoted their lives and careers to moving us, whether it's around the block or across the country. This month, our #TopicOfTheMonth dives into the human element of transportation, exploring the roles of planners, partner governments, the public and – kicking things off today – policymakers. Learn more about the Regional Transportation Council (link in bio). #transportation #policy #planning #innovation #NorthTexas – NCTCOG Transportation (@nctcogtrans)



Thank you to Council members — Unytag (@hellounytag)

Facebook –

1. Every breakthrough in transportation begins with a good idea. And those ideas come from the people who've devoted their lives and careers to moving us, whether it's around the block or across the country. This month, our #TopicOfTheMonth dives into the human element of transportation, exploring the roles of planners, partner governments, the public and – kicking things off today – policymakers. Learn more about the Regional Transportation Council here:

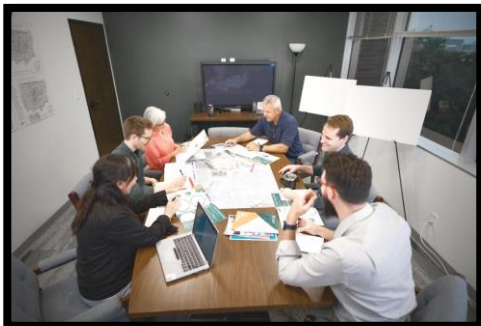
https://www.nctcog.org/.../b995798a-ab78.../tom_feb25.pdf— NCTCOG Transportation Department



We love your fashion statement—safety vests are essential for active transportation, and it's equally important for drivers to recognize them. ❤️👷🏻🚗 — Killeen-Temple Metropolitan Planning Organization

Yawn. — Rob Dentremont

2. Our #TopicOfTheMonth series continues! This week, we're shining a spotlight on planners. The North Central Texas Council of Governments' planners are key to mapping out transit-oriented developments that help reduce traffic and congestion, encourage alternative transportation, promote economic development and improve air quality. Learn about their vital contributions here: https://www.nctcog.org/.../b995798a-ab78.../tom_feb25.pdf — NCTCOG Transportation Department



Fine, but no more toll roads. — Wm Atkins

I do agree with you, Bill: no more toll roads! — Joseph Orlov



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

APRIL 7 | 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. For more information, visit: nctcog.org/PlanInProgress.

REGIONAL TRANSIT PERFORMANCE MEASURES UPDATE AND DRAFT TARGETS

As the MPO for Dallas-Fort Worth, NCTCOG is required to set and measure performance toward regional targets for transportation assets and systems. This presentation will include an update on regional performance for two groups of transit measures: Transit Asset Management (TAM) and Public Transit Agency Safety Plan (PTASP). Staff will also present new draft PTASP performance measure targets for public input, as new targets need to be approved and adopted by the Regional Transportation Council by the end of Fiscal Year 2025.

TRANSPORTATION ALTERNATIVES PROGRAM CALL FOR PROJECTS: RECOMMENDED FUNDING AWARDS

Staff will provide information on the Transportation Alternatives Program, an overview of submitted applications and the evaluation process. Projects eligible for funding under this program include the construction of on- and off-road pedestrian and bicycle facilities, multimodal connections to public transit and pedestrian/bicycle infrastructure and planning

associated with Safe Routes to School projects. Staff will provide an overview of the projects being recommended to receive funding.

RURAL RAIL CORRIDOR PROJECT

The Northeast Texas Rural Rail Transportation District (NETEX) Rail Corridor is important to future transportation initiatives in North Texas. The corridor currently requires updates, including improvements to tracks, bridges and other infrastructure on the existing operational line. Right-of-way purchases will also be initiated to help preserve the corridor for future use.

ONLINE REVIEW + COMMENT REGIONAL BICYCLE SAFETY ACTION PLAN SURVEY

No in-person presentation. Survey will be linked online at www.publicinput.com/Apr25.

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

GoCarma Celebrates 3 Million HOV Discounts in DFW
www.gocarma.com/dfw

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/nctcogApr25 or participate via phone by dialing 855-925-2801 then code 11203.

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