

## REVISED AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, August 23, 2024

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 July 26, 2024, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the July 26, 2024, 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. Transportation Paid Education Campaigns for Fiscal Year 2025**

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council's (RTC) recommendation to the North Central Texas Council of Government's (NCTCOG) Executive Board for the approval of funding up to \$1,779,750 for Transportation Paid Education Campaigns that will initiate in Fiscal Year (FY) 2025.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for Public Involvement for multiple projects including safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), Unmanned Aircraft Safety, and Freight North Texas; the Congestion Management Program (Try Parking It); air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas), and Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Efforts will be supported by a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, Congestion Mitigation and Air Quality Improvement Program funds,

Environmental Protection Agency, Regional Toll Revenue, RTC Local funds, Private funds, RTC Transportation Development Credits, and Federal Highway Administration in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, social media, digital, and audio platforms. [Electronic Item 2.1](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Safety

## 2.2. **November 2024 Transportation Improvement Program Modification Cycle**

Presenter: Charles Marsh, NCTCOG

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

Background: November 2024 revisions to the 2025-2028 TIP are provided as [Electronic Item 2.2](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

## 2.3. **North Texas Advanced Air Mobility and Uncrewed Aviation Systems Funding**

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to increase RTC Local funding to continue efforts related to Advanced Air Mobility (AAM) deployment in the Dallas-Fort Worth region.

Background: Since 2017, staff has been collaborating with the region's cities and other relevant stakeholders to integrate AAM Technologies. Work in this area continues to increase as regional partners have implemented pilot projects with private-sector partners. To continue support with these efforts, staff will be requesting an increase of \$1,700,000 in RTC Local

funding to work with regional airports, local jurisdictions, and other partners to continue efforts within the region to deploy AAM operations. This funding increase includes funding to support staffing resources, Phase 2 of the North Texas Airspace Awareness Pilot, infrastructure, and other costs associated with AAM operations. [Electronic Item 2.3](#) provides additional information on this item.

Performance Measure(s) Addressed: Safety

1:40 – 1:50

3. **Endorsement of Safe Streets and Roads for All Grant Submission**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request Committee endorsement of the Regional Transportation Council's approval for the submittal of a regional planning grant application and local match funds for the Fiscal Year (FY2024) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant Program.

Background: The United States Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY2024 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. A maximum of one grant application of any type may be submitted per agency. Staff will provide an overview of the proposed regional planning grant that will be submitted by the North Central Texas Council of Governments. Total project cost is \$2 million. The grant application will request \$1.6 million in federal funds, supported by \$400,000 of Regional Transportation Council (RTC) Local funds for the required 20 percent local match. If awarded, the planning grant will advance the regional Pedestrian Safety Action Plan by conducting a feasibility study and in-depth planning for regional trail and on-street bikeway connections through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills to passenger rail stations in northeast Tarrant County, including various Trinity Metro TEXRail stations and the Trinity Railway Express Trinity Lakes station. This supplemental safety planning will include the future Cotton Belt Trail alignment between Fort Worth and North Richland Hills and numerous necessary safe trail crossings of major arterial roadways, highways, freight railroads, and waterways. On August 8, 2024, the RTC approved the requested funding

to support the grant application due on August 29, 2024. An overview of the proposed project is contained in [Electronic Item 3](#).

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

1:50 – 2:00

4. **Federal Performance Measures Update: System Performance, Freight, Air Quality**

Action       Possible Action       Information      Minutes: 10

Presenters: Jenny Narvaez and James McLane, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval on a proposed reaffirmation of 2026 targets for federally required performance measures related to excessive delay, non-single-occupant-vehicle travel, and emissions reductions.

Background: In 2022, the RTC adopted 2024 and 2026 targets for the set of federally required performance measures commonly known as PM3. This includes measures broadly related to roadway system performance, freight, and air quality. The RTC now has an opportunity to adjust or reaffirm 2026 targets for a subset of these measures, if appropriate, based on new data and analysis methodologies. Staff will present results and recommendations to the RTC for action on September 12, 2024. Action on the remainder of the PM3 performance measures is anticipated in early 2025. Refer to [Electronic Item 4](#) for more details.

Performance Measure(s) Addressed: Air Quality, Roadway

2:00 – 2:10

5. **Reconnecting Communities Pilot Grant Application Partnership for the Cotton Belt Trail**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval for a partnership with Dallas Area Rapid Transit (DART) for a capital construction grant application and associated federal and local match funds for the Fiscal Year (FY) 2024 Reconnecting Communities Pilot (RCP) program for portions of Phase 3 of the Cotton Belt Trail along the Silver Line rail project. The action will also include a request for additional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and Regional Toll

Revenue funding to support this leveraging of requested federal funds.

Background: The United States Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY2024 RCP funding. The Bipartisan Infrastructure Law established the RCP program, with \$457 million allocated for capital construction grant funding in FY2024. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. Staff will provide an overview of the DART partnership and funding recommendations for the proposed capital construction grant to construct Phase 3 sections of the Cotton Belt Trail located in Addison, Carrollton, Coppell, and Dallas. If awarded funding, DART will procure a contractor and manage construction of the trail which is primarily located within rail right-of-way. Additional information is provided in [Electronic Item 5](#).

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

2:10 – 2:20

6. **Work Zone Data Exchange Implementation Call for Projects**

Action       Possible Action       Information      Minutes: 10

Presenter: Vickie Morris, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects will be requested.

Background: In March 2022, a procurement was issued to secure vendors through the North Central Texas Council of Government's (NCTCOG) TXSHARE Cooperative Purchase for Work Zone Data Exchange (WZDx). Five vendors are under contract to perform work in three areas related to WZDx including the conversion of raw work zone data into WZDx format, establishment of a WZDx-compliant reporting system, and general WZDx services. In June 2023, the RTC directed staff to engage regional partners on project scoping and execution to continue this effort. In addition, the RTC has set aside \$2.5 million to award local governments to implement WZDx services to continue to make progress in this area. Additional information is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

7. **Fiscal Year 2024 Public Transportation Funding: Program of Projects**

Action       Possible Action       Information      Minutes: 10

Presenter: Shawn Dintino, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the Fiscal Year 2024 (FY2024) Public Transportation Funding Programs of Projects will be requested.

Background: As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments (NCTCOG) has developed Programs of Projects to suballocate approximately \$194.6 million in FY2024 Section 5307, Section 5339, and Section 5337 federal funding to public transit providers in the region. Approximately \$12.75 million in funding will be programmed in the future, including Section 5310 funding. [Electronic Item 7.1](#) includes additional information. [Electronic Item 7.2](#) contains the proposed FY2024 Programs of Projects.

Performance Measure(s) Addressed: Safety, Transit

2:30 – 2:50

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

Action       Possible Action       Information      Minutes: 20

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. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 8.1](#))
2. Connecting the Dots: High-Speed Rail, Transit 2.0, and 2050 Demographics Forecast
3. Transit 2.0 Implementation – Next Steps ([Electronic Item 8.2](#))
4. North Central Texas Council of Governments Not Selected Under Environmental Protection Agency Climate Pollution Reduction Grants Implementation Grants Program
5. Regional Transportation Council 50<sup>th</sup> Anniversary Celebration
6. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction

7. Selected Regionalism: Interest and Equity (from July Meeting)

Performance Measure(s) Addressed: Administrative

2:50 – 3:00

9. **Railroad Crossing Elimination Program – Discretionary Grant Funding**

Action       Possible Action      Information      Minutes: 10

Presenter: Michael Johnson, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to submit a project in the Railroad Crossing Elimination Program. Applications are due to the United States Department of Transportation (US DOT) by September 23, 2024.

Background: In July 2024, the USDOT announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY24 RCEP funding. This \$1.150 billion program (two funding years) includes certain funding amounts set aside for the following purposes: (1) Planning - \$38.2 million; (2) Rural or Tribal Grade Crossing Improvement Projects - \$229.3 million; and (3) Highway-Rail Grade Crossing safety information and education programs - \$3 million. Applications for each funding category are due to US DOT by September 23, 2024, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/installation of protective devices, signals, signs, or other measures, provided such activities are related to (1) or (2); and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program>, the FY23/24 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation includes the proposed action in [Electronic Item 9](#).

Performance Measure(s) Addressed: Goods Movement, Safety

3:00 – 3:10

10. **Regional Transportation Council Legislation Program and Status of Transit 2.0**

Action       Possible Action       Information      Minutes: 10

Presenters: Rebekah Gongora and Michael Morris, NCTCOG

Item Summary: Significant progress is underway. The staff director will highlight the tasks associated with Transit 2.0 and the role of the Regional Transportation Council in the implementation of each task.

Background: [Electronic Item 10.1](#) provides additional information on Transit 2.0 and [Electronic Item 10.2](#) provides the schedule for the legislative program.

Performance Measure(s) Addressed: Air Quality, Transit

3:10 – 3:20

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. *Daniela Tower* – 2024 Ozone Season Update ([Electronic Item 11.1](#))
2. *Irlenia Hermosillo* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
3. *Irlenia Hermosillo* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
4. *Jackie Castillo* – July Public Meeting Minutes ([Electronic Item 11.2](#))
5. *Jackie Castillo* – September Public Meeting Notice ([Electronic Item 11.3](#))
6. *Jackie Castillo* – June – July Public Comments Report ([Electronic Item 11.4](#))
7. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 11.5](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 27, 2024.**



**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
July 26, 2024**

The Surface Transportation Technical Committee (STTC) met on Friday, July 26, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Rifat Alam, Kathleen Bednarz (representing Gary Graham), David Boski (representing Caryl DeVries), Shon Brooks, Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary, Jr., Tara Crawford (representing Chad Edwards), Clarence Daugherty, Chad Davis, Arturo Del Castillo, Phil Dupler, Eric Fladager, Chris Funches (representing Daniel Burnham), Ricardo Gonzalez, Barry Heard, Alan Hendrix (representing Stanford Lynch), Duane Hengst (Greg Dickens), Parisa Hosseni (representing Greg Royster), Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Kelly Johnson, Gus Khankarli, Jeff Kelly (representing Davis Salmon), Eron Linn, Paul Luedtke, Karina Maldonado (representing Austin Frith), Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Than Nguyen (representing Tim Porter), Tim Palermo (representing Tanya Brooks), Martin Phillips, John Polster, Kelly Porter, Elizabeth Reynolds, James Rogge, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Steve Anderson, Gustavo Baez, Natalie Bettger, Hetal Bhatt, Jackie Castillo, Aaron Ceder, Dina Colarossi, Shawn Conrad, Brian Dell, Amber Ellis, Joaquin Escalante, Kevin Feldt, Camille Fountain, Analisa Garcia, John Godwin, Rebekah Gongora, Susan Gonzalez, Irlenia Hermosillo, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Siddhesh Kudale, Sonya Landrum, James McClane, Dylan Niles, Joe O'Brien, Donald Parker, Trey Pope, Ezra Pratt, Vercie Pruitt-Jenkins, Minesha Reese, Hailey Richardson, Gwen Schaulis, Toni Stehling, Derek Sweeney, Daniela Tower, Shane Tully, Jill Van Hoewyk, Brendon Wheeler, Amanda Wilson, and Jackie Young.

1. **Approval of June 28, 2024, Minutes:** The minutes of the June 28, 2024, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.

2. **Consent Agenda:**

2.1. **Ratification of Emergency Funding: Backstop Funding for the Safe Streets and Roads for All Grant:**

Presenter: Michael Morris for Karla Windsor, NCTCOG

Item Summary: Staff requested ratification of emergency funding authorization in the amount of \$100,000 for the Safe Streets and Roads for All Grant to backstop local match requirements and avoid project implementation delays.

Background: The Federal Highway Administration (FHWA) awarded funding to North Central Texas Council of Governments (NCTCOG) to advance regional safety initiatives and the project was authorized to begin in June 2024. Project funding includes \$4,000,000 from FHWA and \$1,000,000 Regional Toll Revenue (RTR) funds to meet local match requirements. The RTR funds will not be approved by the Texas Transportation Commission (TTC) until the August 22, 2024, TTC meeting. To meet the

aggressive project schedule requested by federal partners, and to maximize available federal funds, staff requests ratification of emergency funding authorization for Regional Transportation Council (RTC) Local funds in an amount not to exceed \$100,000 as a backstop to the RTR funds committed to fulfil local match requirements of the grant. RTC Local funds will be returned upon receipt of the RTR funding. The RTC ratified this emergency funding at the RTC meeting on July 11, 2024.

A motion was made to recommend the Regional Transportation Council's approval of Item 2.1 on the Consent Agenda. Eron Linn (M); Tim Palermo (S). The motion passed unanimously.

3. **Endorsement of Federal Transit Administration Transit Oriented Development Pilot Grant Fiscal Year 2024 Trinity Railway Express Transit Oriented Development Strategic Plan:**

Presenter: Travis Liska, NCTCOG

Item Summary: Surface Transportation Technical Committee (STTC) endorsement was requested for the North Central Texas Council of Governments (NCTCOG) to submit a Federal Transit Administration (FTA) grant application for Transit-Oriented Development (TOD) planning for the Trinity Railway Express (TRE) corridor with Regional Transportation Council (RTC) Local funds provided as match.

Background: NCTCOG is applying for an FTA Fiscal Year 2024 Pilot Program for TOD Planning grant. The FTA TOD Pilot Program provides funds to support planning for increased economic development, mixed-use, multimodal connectivity and other TOD concepts that support increased ridership on qualified fixed-route transit. NCTCOG's application is in partnership with Dallas Area Rapid Transit, Trinity Metro, Trinity Railway Express, and the Cities of Dallas, Irving, and Fort Worth. The effort will address TOD barriers at applicable TRE stations through station area redevelopment plans based on development markets and land use needs, a study of needed bicycle and pedestrian connections to the stations, and evaluation of public/private financing and funding plans for TOD. The federal application is due August 2, 2024. The proposed grant requested \$800,000 in federal funding matched with \$200,000 RTC local. More information is available in Electronic Item 3.

A question was asked by Paul Luedtke about where the local match came from. Travis Liska responded stating \$200,000 in RTC local funds.

A motion was made to recommend Regional Transportation Council's (RTC) endorsement of submittal of the Fiscal Year 2024 Federal Transit Authority Transit-Oriented Development Planning Pilot Program grant application for the Trinity Railway Express Transit-Oriented Development Strategic Plan requesting \$800,000 in federal funding, an approved \$200,000 in RTC Local funds for non-federal match should the project be selected for funding award; and staff directed to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Phil Dupler (M); Kelly Porter (S). The motion passed unanimously.

4. **2025 Unified Transportation Program and Regional 10-Year Plan Update:**

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) action on the proposed changes for the Regional 10-Year Plan Update was requested.

Background: Since December 2016, the Regional Transportation Council (RTC) has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2023, North Central Texas Council of Governments staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth Districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2025 Unified Transportation Program. Electronic Item 4.1 includes additional information about the process. Electronic Item 4.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 4.3 contains the 10-Year Plan projects that have let or been completed.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the Regional 10-Year Plan project listing, including the proposed changes on the "Let or Completed Project" listing, and administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other planning/administrative documents as needed to incorporate these changes. John Polster (M); Robert Woodbury (S). The motion passed unanimously.

5. **Regional Transportation Council High-Speed Rail Workshop Summary and Advancing Environmental Review:**

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff provided a summary of the Regional Transportation Council (RTC) Workshop held on July 11, 2024, which focused on the Dallas-Fort Worth High-Speed Rail Service project. As a result of ongoing meetings with transportation partners and project stakeholders following the workshop, staff anticipates action from this committee and the RTC will be needed to continue advancing the National Environmental Policy Act (NEPA) process. Staff will outline the trade-offs in potential paths forward related to the study schedule and the NEPA process for committee members' consideration.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases. The first phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor in 2021. The second phase includes conceptual and preliminary engineering and an environmental analysis following the NEPA process, resulting in a federal government action identifying the project's next steps. Following the City of Dallas' Resolution passed on June 12, 2024, (Electronic Item 5.1), a workshop with the RTC was held on July 11, 2024, to respond to the City of Dallas' concerns and find a mutually acceptable path forward (Electronic Item 5.2). Staff will include any

impacts of new direction to the current Federal Transit Administration-led NEPA process (initiated on March 4, 2024) and the Federal Railroad Administration-led Corridor Identification and Development Program (agreement executed on May 16, 2024).

John Polster stated the importance of commitments already made, or commitments held, as a regional body, or as a regional group that had to work over 10-year plans, 20-year plans. When an organization makes a commitment, then later the politics change, they want to revisit that, there has to be a regional impact to that entity. Revisiting the idea that was vetted 8 years ago, and implemented, then having to revisit it to the extent that it, if we end up going away from the original commitment that was cleared 8 years ago, and if there is a financial impact, we ought to consider for the sake of the region and the sake of honoring a commitment, we need to make sure that the cost is born primarily to the entity requesting the change.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the Dallas Alignment Options, concept West of Downtown: advance planning and stakeholder coordination, alignment East of Hyatt with Pedestrian Lobby (2B): review opportunities in National Environmental Policy Act (NEPA) to maintain option pending results of Dallas' Economic Impact Study; continue advancing High-Speed Rail through NEPA process; coordinate with Federal Transit Administration and Federal Railroad Administration on appropriate process and schedule in NEPA; increase available study budget for project team to accomplish actions listed above: currently approved: \$12,099,657 (STBG) and seeking approval of additional \$1,650,343 (STBG). Kelly Porter (M); Farhan Butt (S). The Chair, Gus Khankarli, City of Dallas, abstained from the vote on this item. The motion passed.

**6. Director of Transportation Report on Selected Items:**

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items was provided.

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

1. August 23, 2024, Surface Transportation Technical Committee will be held virtually.
2. Dallas County Inland Port Multimodal Connectivity Project (\$25 Million)
3. Transit 2.0 Implementation – Next Steps (Electronic Item 6.1)
4. Op Ed (Brian Wilson) (Electronic Item 6.2)
5. Regional Transportation Council 50<sup>th</sup> Anniversary Meeting and Planning
6. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction
7. Aviation Integrated Programs Funding Increase (Natalie Bettger and Ernest Huffman \$43 million and Ken Kirkpatrick coordinating with the Federal Aviation Administration)

A question was asked by Clarence Daugherty what can the Regional Transportation Council do about the inefficient growth projection? Michael Morris responded by mentioning his Op Ed piece, there's eight different examples, there's eight different examples, whole push or lack thereof, of increased density around rail stations, and Transit, 2.0, the region is missing. Eron

Linn with Dallas-Area Rapid Transit (DART) stated stations as an entity has no control over land use or zoning around our rail stations. We work with our cities, our member cities to encourage transit oriented or transit friendly concepts. Eron Linn asked a question about the conversation about density around rail station, is that going to be embedded in the Transit 2.0 proposal or recommendations? Michael Morris responded that Mr. Linn is correct, they are not going to agree with the particular position, and you have no responsibility with regard to zoning around your rail stations.

#### **7. Mobility 2050:**

**Presenter:** Brendon Wheeler for Amy Johnson, NCTCOG  
**Item Summary:** Staff provided a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including approaches to integrating the demographic forecast, public perceptions and needs, and program and policy considerations.  
**Background:** Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years and go at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal Transportation Conformity. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement.

A question was asked by City of Fort Worth's, Kelly Porter, what format is requested for submittals? Brendon Wheeler mentioned for them to reach out to Brendon, and he will direct them to the right team. Another question was asked by Gus Khankarli in regard to a shift in demographics, school districts, and pedestrian cities causing shifts. Michael Morris responded with school districts, where are the school districts and noted to educate the schools.

#### **8. Swyft Cities/Whoosh Certification of Emerging and Reliable Transportation Technology**

##### **Update:**

**Presenter:** Brendon Wheeler, NCTCOG  
**Item Summary:** As part of the CERTT (Certification of Emerging and Reliable Transportation Technology) Program, staff updated the Committee on the recent progress of Swyft Cities and their advancement through the program. Several local governments have expressed interest in advancing this modern gondola-style technology (known as Whoosh) in their communities and are in the process of considering/requesting federal funding through discretionary grant opportunities.  
**Background:** In May 2022, the Regional Transportation Council (RTC) adopted Policy Position P22-02 to develop a process for the Transportation Infrastructure Certification Program (now named CERTT, Electronic Item 8.1). This program serves as a guide to a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to the region with the end goal of a commercial application serving a long-range transportation need (see program fact sheet included as Electronic Item 8.2). Swyft Cities advanced through Round 2 of the CERTT Program in spring 2023 and received several proposals from interested local governments. Since that point, Swyft Cities has been engaged with North Central Texas Council of Governments (NCTCOG) and interested local governments

in advancing potential project locations, determining appropriate technology certification oversight structure, considering public-private partnership balance of roles and shared risk, and developing a potential funding package for initial deployment. NCTCOG submitted a letter of commitment to the United States Department of Transportation supporting the City of Arlington's "Improving Access, Safety, and the Environment with Aerial Automated Transit Networks" project and their request for the 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) grant (Electronic Item 8.3).

9. **2023 Transportation Safety Performance Report:**

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff provided an update on items included in the 2023 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics including regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management courses, Roadside Assistance Program statistics, and analysis relating to the Regional Roadway Safety Plan emphasis areas. The 2023 NCTCOG Safety Program Performance Measures Report and Regional Crash Fact Sheet are included as Electronic Item 9.

A question was asked by Robert Woodbury on how does North Central Texas Council of Governments track construction zones related crashes? Camille Fountain responded with a contributing factor analysis that can be included. Michael Morris noted that \$54 million was approved to invest in the safety program.

10. **Community School Siting Issues and Opportunities:**

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff provided information and requested for participation in a survey regarding challenges associated with community school siting in the region and ways that the North Central Texas Council of Governments (NCTCOG) can assist local governments with this challenging issue.

Background: As growth continues to increase in the Dallas-Fort Worth region, the strain on existing schools and demand for new schools also continues to increase rapidly, particularly in fast-growing areas. Rapid growth means that coordination among local governments and independent school districts to plan school sites ahead of growth is essential to avoid costly and undesirable impacts to student safety, traffic, budgets, and the environment. Staff will review current school siting issues and examples of challenges and solutions. Feedback will be requested via a survey regarding the question: How can NCTCOG help with school siting issues? Responses will help inform NCTCOG's development of a strategy to best assist local governments in addressing this challenging problem. An overview is provided in Electronic Item 10.

There was a general discussion from several of the Surface Transportation Technical Committee members in regard to coordinating on school siting with counties in addition to

cities, charter schools' traffic, traffic management, and a disconnect on traffic impact analysis.

11. **Status Report: 2050 Demographic Forecasts:**

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff provided a brief summary of these forecasts, including the local review process. Draft 2050 Demographic Forecasts have now been completed by North Central Texas Council of Governments (NCTCOG) staff. These forecasts were used to support the development of Mobility 2050: The Metropolitan Transportation Plan.

Background: The forecasts along with the 2019 Small Area Estimates have now been made available to local governments and agencies for review. A local government workshop including Surface Transportation Technical Committee members was held on July 17, 2024. Dan Kessler announced that there was an app created and sent out. If anyone would like more information to reach out to Donna Coggeshall at [DCoggeshall@nctcog.org](mailto:DCoggeshall@nctcog.org). Comments on the forecasts are due back to NCTCOG by August 31, 2024.

12. **Fast Facts:**

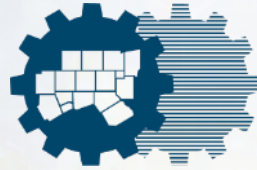
Item Summary: Please reference the material provided for each of the following topics.

1. *Joaquin Escalante* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
2. *Joaquin Escalante* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
3. *Trey Pope* – Local Clean Air Project Spotlight (Electronic Item 12.1)
4. *Daniela Tower* – 2024 Ozone Season Update (Electronic Item 12.2)
5. *Daniela Tower* – Dallas-Fort Worth Reclassification of 2015 Ozone Standard (Electronic Item 12.3)
6. *Jackie Castillo* – June Online Input Opportunity Minutes (Electronic Item 12.4)
7. *Jackie Castillo* – August Public Meeting Notice (Electronic Item 12.5)
8. *Jackie Castillo* – May – June Public Comments Report (Electronic Item 12.6)
9. Written Progress Reports: Partner Progress Reports (Electronic Item 12.7)

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

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 23, 2024**, to be held virtually.

The meeting adjourned at 3:37 p.m.



NCTCOG PRESENTATION

# Transportation Paid Education Campaigns for Fiscal Year 2025

WHITNEY VANDIVER | SURFACE  
TRANSPORTATION TECHNICAL COMMITTEE |  
AUGUST 23, 2024



# THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



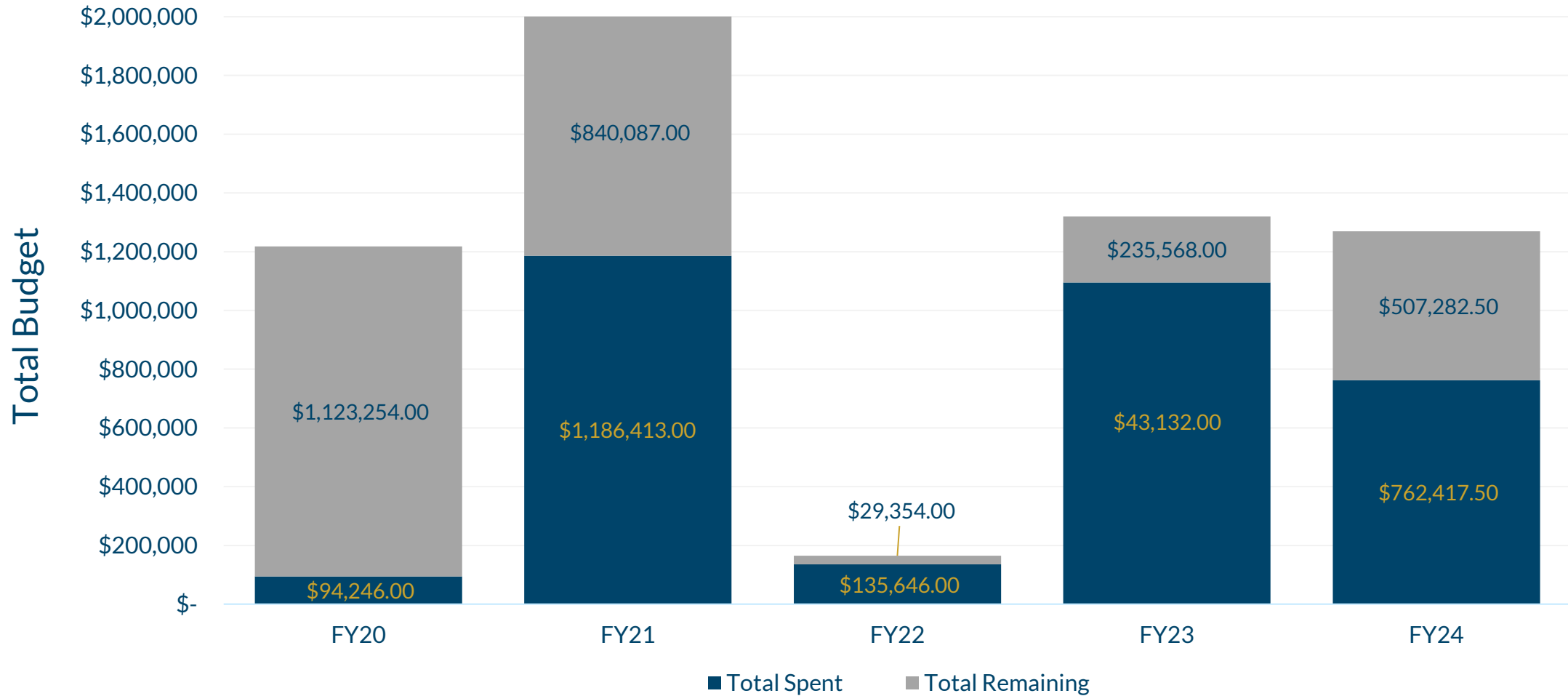
# EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets



# EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2020-2024



FY24 current through August 13, 2024, but additional dollars are planned for FY24 campaigns.

Transportation Paid Education Campaigns for Fiscal Year 2025



# EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY- TRY PARKING IT

**Goal:** Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

## Strategy & Audience Breakdown:

Commuters (drivers and passengers) in North Texas ages 18 and up.

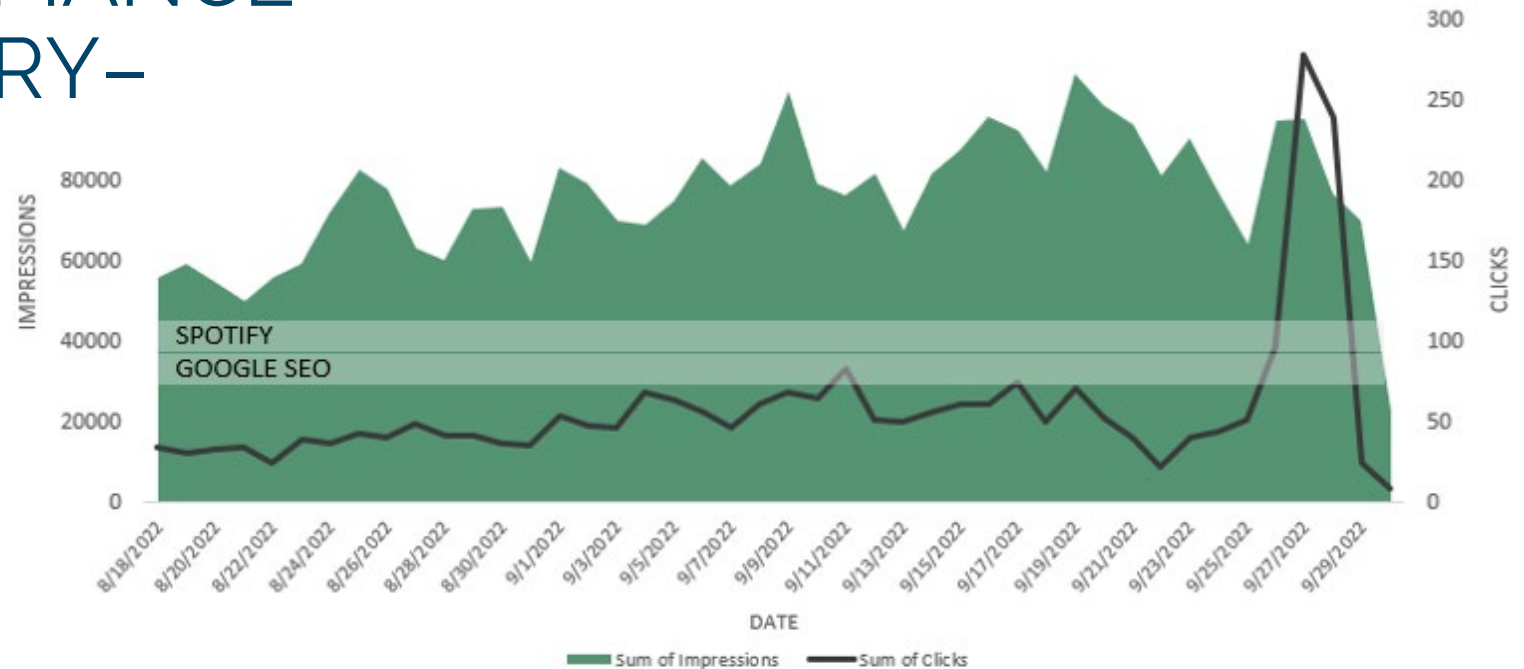
## Future Recommendations:

- Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
- Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign
- Research opportunities for additional languages to promote Try Parking It
- Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

**FY22 Budget: \$30,000**

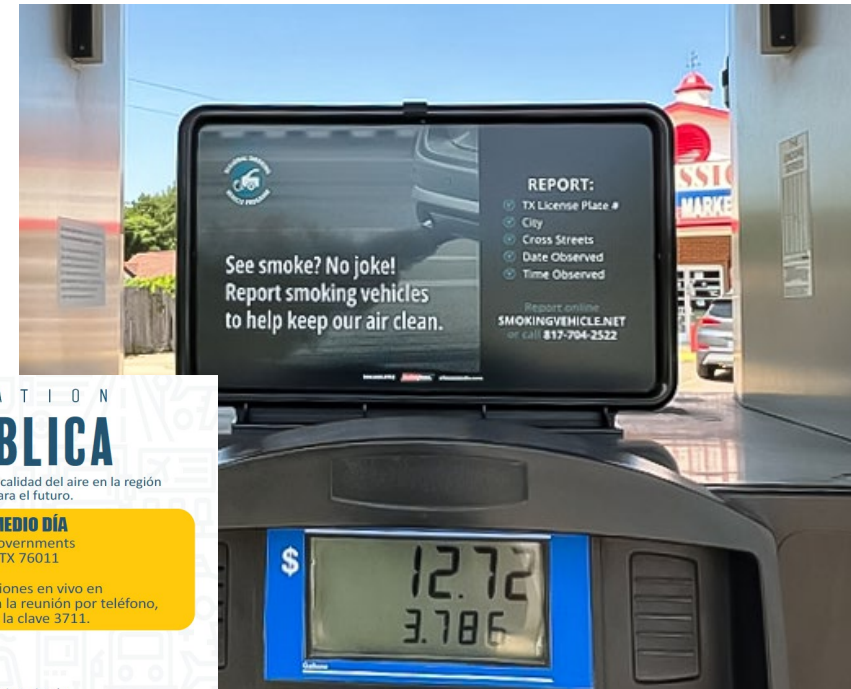
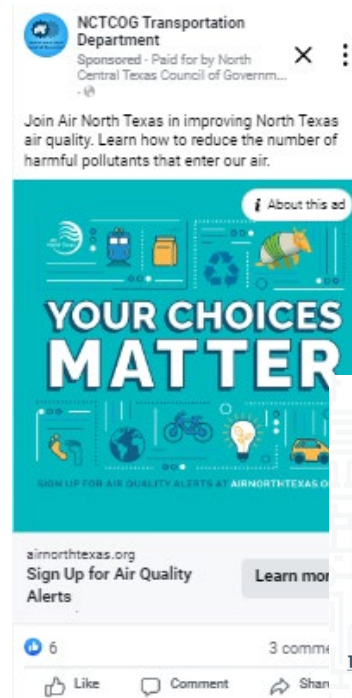


FY22 TRY PARKING IT OVERVIEW



# EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



**TRANSPORTATION REUNIÓN PÚBLICA**

Conozca lo que está pasando con el transporte y la calidad del aire en la región y ayude en establecer prioridades para el futuro.

**LUNES, 12 DE DICIEMBRE A MEDIO DÍA**  
 North Central Texas Council of Governments  
 616 Six Flags Drive, Arlington, TX 76011

Asista en persona o vea las presentaciones en vivo en [publicinput.com/nctcogDec22](http://publicinput.com/nctcogDec22). Para participar en la reunión por teléfono, marque el 855-925-2801 y después la clave 3711.

**TEMAS DE PRESENTACIÓN:**

- Informe de Conocimiento Map Your Experience 2022
- Actualización de DFW High-Speed Transportation Connections Study
- Periodo de Conformity Lapse Grace
- Reconocimiento de DFW Clean Cities Fleet y Resultados de la Encuesta Anual

**TEMAS DE REVISIÓN Y COMENTARIOS EN LÍNEA:**

- Modificaciones a la Lista de Propuestas para los Proyectos Financiados

**PARA SU INFORMACIÓN:**

- Participación Pública Interactiva: Map Your Experience: [nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)
- Regional Smoking Vehicle Program (RSVP por sus siglas en inglés): [smokingvehicle.net](http://smokingvehicle.net)
- Incentivos para Vehículos y Oportunidades de Financiación: [nctcog.org/airfunding](http://nctcog.org/airfunding)
- Ahorrar Dinero y Reducir las Emisiones de Camiones: [nctcog.org/SMARTIE](http://nctcog.org/SMARTIE)
- Engine Off North Texas: [EngineOffNorthTexas.org](http://EngineOffNorthTexas.org)

Para acomodo especial por discapacidad o para traducción de idioma, llame al 817-695-9255 o por email [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org) al menos 72 horas antes de la reunión. Se harán adaptaciones razonables.



# TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2025					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/ EPA/RTR/RTC Local/FHWA/ Private	\$ 359,500	TDCs/Local/ Private	71,550	\$ 385,750
Drive Aware North Texas (SAFETY)	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans) (SAFETY)	STBG	\$ 405,000	TDCs	81,000	\$ 405,000
Unmanned Aircraft Safety (SAFETY)	RTC Local	\$ 4,000	N/A	-	\$ 4,000
Freight North Texas (SAFETY)	STBG	\$ 150,000	TDCs	30,000	\$ 150,000
Congestion Management Program (CONGESTION RELIEF)	STBG	\$ 250,000	TDCs	50,000	\$ 250,000
Ozone Season Emissions Reduction Campaign (Air North Texas) (AIR QUALITY)	STBG	\$ 205,000	TDCs	41,000	\$ 205,000
Car Care Awareness (AIR QUALITY)	STBG	\$ 40,000	TDCs	8,000	\$ 40,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL/RTC LOCAL/FHWA	\$ 40,000	TDCs/TBD	10,000	\$ 40,000
<b>OVERALL TOTAL</b>		\$ 1,753,500		351,550	\$ 1,779,750

\*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

**Total up to \$1,779,750 to cover paid education campaign expenses for approval.** Campaigns in the table above are included in the FY2024 and FY2025 Unified Planning Work Program, which was approved by the RTC and Executive Board. Approximately \$270,000 is carry-over funding approved in FY24 but was delayed due to funding agreements.



# PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES FOR FY2025

Purpose	Share
Public Involvement	22%
Congestion Relief	14%
Safety	48%
Air Quality	14%
Contingency	2%

Larger paid advertising request for FY2025 is due to additional funding requests in safety campaigns and additional public involvement projects.



# PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,779,750 for Education Campaigns for Transportation Initiatives that will initiate in FY2025 such as:

Public Involvement

Drive Aware North Texas

Look Out Texans

Unmanned Aircraft Safety

Freight North Texas

Try Parking It

Ozone Season Emissions Reduction Campaign (Air North Texas)

Car Care Awareness





# CONTACT US



Whitney Vandiver

Program Manager

(817) 704-5639

[wwandiver@nctcog.org](mailto:wwandiver@nctcog.org)



## How to Read the Project Modification Listings - Roadway Section

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

## PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 81141      **Facility:** VA      **Location/Limits From:** OUTER LOOP FROM SH 205      **Modification #:** 2025-0004  
**Impementing Agency:** ROCKWALL CO      **Location/Limits To:** FM 2755  
**County:** ROCKWALL      **CSJ:** 0918-25-027  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 4 LANE FREEWAY AND 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-25-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8,555,822	\$8,555,822
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,555,822</b>	<b>\$8,555,822</b>

**TIP Code:** 81141.2      **Facility:** VA      **Location/Limits From:** OUTER LOOP FROM SH 205      **Modification #:** 2025-0006  
**Impementing Agency:** KAUFMAN CO      **Location/Limits To:** IH 20  
**County:** KAUFMAN      **CSJ:** 0918-11-109  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 4 LANE FREEWAY WITH 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-11-109	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$7,799,903	\$7,799,903
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,799,903</b>	<b>\$7,799,903</b>

# PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14073.2     **Facility:** VA     **Location/Limits From:** COTTON BELT VELOWEB TRAIL FROM EAST OF SURVEYOR BLVD     **Modification #:** 2025-0008  
**Impementing Agency:** DART     **Location/Limits To:** PGBT IN PLANO  
**County:** VARIOUS     **CSJ:** 0918-47-510  
**City:** VARIOUS     **Desc:** CONSTRUCTION OF COTTON BELT TRAIL INCLUDING BRIDGES AND CROSSWALK IMPROVEMENTS  
**Request:** DECREASE LOCAL CONTRIBUTION TO ACCOUNT FOR FUNDING ALREADY INCLUDED ON TIP 14013.8/CSJ 0918-00-428  
**Comment:** PART OF THE 2023 STATE TRANSPORTATION ALTERNATIVES SET-ASIDE CALL FOR PROJECTS APPROVED BY THE TTC OCTOBER 26, 2023; LOCAL CONTRIBUTION PAID BY DART; GROUPED UNDER CSJ 5000-00-916; COTTON BELT TRAIL #9

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-510	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
2024	TRANS	0918-47-510	Cat 9 TA Set Aside:	\$25,000,000	\$0	\$0	\$6,250,000	\$0	\$31,250,000
<b>Phase Subtotal:</b>				<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>\$1,250,000</b>	<b>\$32,500,000</b>
<b>Grand Total:</b>				<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>\$1,250,000</b>	<b>\$32,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-510	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$20,000	\$20,000
2024	TRANS	0918-47-510	Cat 9 TA Set Aside:	\$25,000,000	\$0	\$0	\$6,250,000	\$0	\$31,250,000
<b>Phase Subtotal:</b>				<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>\$20,000</b>	<b>\$31,270,000</b>
<b>Grand Total:</b>				<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>\$20,000</b>	<b>\$31,270,000</b>

**TIP Code:** 50007     **Facility:** FM 1220     **Location/Limits From:** IH 820     **Modification #:** 2025-0023  
**Impementing Agency:** TXDOT-FORT WORTH     **Location/Limits To:** BOAT CLUB RD  
**County:** TARRANT     **CSJ:** 2079-01-039  
**City:** LAKE WORTH     **Desc:** RECONSTRUCT AND WIDEN ROADWAY FROM 4 LANE RURAL TO 6 LANE URBAN  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2079-01-039	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

## PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 50008      **Facility:** SH 114      **Location/Limits From:** FM 1709      **Modification #:** 2025-0025  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DENTON COUNTY LINE  
**County:** TARRANT      **CSJ:** 0353-03-109  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES WITH RAMP MODIFICATIONS  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0353-03-109	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**TIP Code:** 50009      **Facility:** FM 1187      **Location/Limits From:** US 377      **Modification #:** 2025-0026  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** CHISHOLM TRAIL PARKWAY  
**County:** TARRANT      **CSJ:** 1330-01-069  
**City:** FORT WORTH      **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANES (ULTIMATE 6 LANES)  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1330-01-069	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**TIP Code:** 50010      **Facility:** FM 1187      **Location/Limits From:** PARKER COUNTY LINE      **Modification #:** 2025-0027  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** US 377  
**County:** TARRANT      **CSJ:** 2291-02-009  
**City:** FORT WORTH      **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANES (ULTIMATE 6 LANES)  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2291-02-009	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

# PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21077      **Facility:** CS      **Location/Limits From:** ON MERRITT ROAD FROM PRESIDENT GEORGE BUSH TURNPIKE      **Modification #:** 2025-0028  
**Impementing Agency:** ROWLETT      **Location/Limits To:** CHIESA ROAD  
**County:** DALLAS      **CSJ:** 0918-47-384  
**City:** ROWLETT      **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK  
**Request:** REVISE LIMITS TO ON MERRITT ROAD FROM EAST OF PRESIDENT GEORGE BUSH TURNPIKE TO CHIESA ROAD; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED USE PATHS ON BOTH SIDES, LIGHTING, LANDSCAPING; CONSTRUCT BRIDGE WITH SHARED USE PATHS AND PEDESTRIAN AMENITIES  
**Comment:** FEDERAL FUNDS TO PAY FOR STRUCTURAL, SAFETY, AND LIGHTING ASPECTS OF THE PROJECT; ALL FEDERALLY INELIGIBLE AMENITIES WILL BE PAID WITH LOCAL CONTRIBUTION PAID BY THE CITY OF ROWLETT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENV	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,960	\$200,960
2023	ENG	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,052,415	\$1,052,415
2027	ROW	0918-47-384	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2028	CON	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2028	CON	0918-47-384	STBG:	\$13,600,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
<b>Phase Subtotal:</b>				<b>\$13,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,400,000</b>	<b>\$3,000,000</b>	<b>\$20,000,000</b>
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$4,253,375</b>	<b>\$21,753,375</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENV	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,960	\$200,960
2023	ENG	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,052,415	\$1,052,415
2027	ROW	0918-47-384	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2028	CON	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2028	CON	0918-47-384	STBG:	\$13,600,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
<b>Phase Subtotal:</b>				<b>\$13,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,400,000</b>	<b>\$3,000,000</b>	<b>\$20,000,000</b>
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$4,253,375</b>	<b>\$21,753,375</b>

# PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 50011     **Facility:** FM 1187     **Location/Limits From:** IH 35W     **Modification #:** 2025-0029  
**Impementing Agency:** TXDOT-FORT WORTH     **Location/Limits To:** NEWT PATTERSON RD  
**County:** TARRANT     **CSJ:** 1330-02-048  
**City:** VARIOUS     **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANES (ULTIMATE 6 LANES)  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1330-02-048	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**TIP Code:** 14089     **Facility:** IH 45     **Location/Limits From:** AT SH 34/ENNIS AVE     **Modification #:** 2025-0035  
**Impementing Agency:** TXDOT-DALLAS  
**County:** ELLIS     **CSJ:** 0092-04-077  
**City:** ENNIS     **Desc:** CONSTRUCT TEXAS U-TURNS, LEFT TURN LANES, AND TRAFFIC SIGNAL IMPROVEMENTS/RETIMING  
**Request:** INCREASE CONSTRUCTION FUNDING DUE TO HIGHER CONSTRUCTION ESTIMATE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0092-04-077	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	0092-04-077	SW ROW:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0092-04-077	Cat 5:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
<b>Grand Total:</b>				<b>\$7,400,000</b>	<b>\$1,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,250,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0092-04-077	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	0092-04-077	SW ROW:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2025	CON	0092-04-077	Cat 5:	\$5,962,940	\$1,490,735	\$0	\$0	\$0	\$7,453,675
<b>Grand Total:</b>				<b>\$7,762,940</b>	<b>\$1,940,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,703,675</b>



# PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 50002      **Facility:** FM 548      **Location/Limits From:** SH 66      **Modification #:** 2025-0037  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF CRENSHAW ROAD  
**County:** ROCKWALL      **CSJ:** 1014-02-048  
**City:** ROYSE CITY      **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (6 LANE ULTIMATE)  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1014-02-048	SW PE:	\$0	\$2,357,795	\$0	\$0	\$0	\$2,357,795
2026	ROW	1014-02-048	SW ROW:	\$0	\$8,610,501	\$0	\$0	\$0	\$8,610,501
<b>Grand Total:</b>				<b>\$0</b>	<b>\$10,968,296</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,968,296</b>

**TIP Code:** 13074.2      **Facility:** FM 429      **Location/Limits From:** US 80      **Modification #:** 2025-0040  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF US 80  
**County:** KAUFMAN      **CSJ:** 1089-04-002  
**City:** TERRELL      **Desc:** RECONSTRUCT, WIDEN, AND REALIGN 2 LANE TO 4 LANE ROADWAY WITH SHOULDERS  
**Request:** REVISE SCOPE TO REALIGN AND RECONSTRUCT FROM 2 LANE TO 2 LANE (ULTIMATE 4 LANE); DECREASE ENGINEERING FUNDING AND INCREASE ROW FUNDING  
**Comment:** REGIONAL 10-YEAR PLAN PROJECT; PROJECT RELATED TO TIP 13074.1/CSJ 0697-07-002; PART OF THE LOOP 9 CAT 2/STBG EXCHANGE APPROVED BY THE RTC ON OCTOBER 14, 2021

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1089-04-002	SW PE:	\$0	\$411,108	\$0	\$0	\$0	\$411,108
2025	ROW	1089-04-002	SW ROW:	\$0	\$1,578,694	\$0	\$0	\$0	\$1,578,694
2029	CON	1089-04-002	Cat 2M:	\$839,596	\$209,899	\$0	\$0	\$0	\$1,049,495
<b>Grand Total:</b>				<b>\$839,596</b>	<b>\$2,199,701</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,039,297</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1089-04-002	SW PE:	\$0	\$332,144	\$0	\$0	\$0	\$332,144
2025	ROW	1089-04-002	SW ROW:	\$0	\$2,245,020	\$0	\$0	\$0	\$2,245,020
2029	CON	1089-04-002	Cat 2M:	\$839,596	\$209,899	\$0	\$0	\$0	\$1,049,495
<b>Grand Total:</b>				<b>\$839,596</b>	<b>\$2,787,063</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,626,659</b>

# PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13020      **Facility:** FM 1387      **Location/Limits From:** MIDLOTHIAN PARKWAY      **Modification #:** 2025-0041  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** LONG BRANCH RD/BRYSON LANE  
**County:** ELLIS      **CSJ:** 1394-02-027  
**City:** MIDLOTHIAN      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE UNDIVIDED RURAL TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANE)  
**Request:** DELAY ENGINEERING AND ROW TO FY2025 AND ADD TO THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE ENGINEERING AND INCREASE ROW FUNDING  
**Comment:** REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13020.1/CSJ 1394-01-002

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1394-02-027	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2023	ROW	1394-02-027	SW ROW:	\$0	\$13,500,000	\$0	\$0	\$0	\$13,500,000
2030	CON	1394-02-027	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$22,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1394-02-027	SW PE:	\$0	\$3,581,299	\$0	\$0	\$0	\$3,581,299
2025	ROW	1394-02-027	SW ROW:	\$0	\$32,812,920	\$0	\$3,645,880	\$0	\$36,458,800
2030	CON	1394-02-027	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$41,394,219</b>	<b>\$0</b>	<b>\$3,645,880</b>	<b>\$0</b>	<b>\$65,040,099</b>

**TIP Code:** 50004      **Facility:** IH 30      **Location/Limits From:** US 80      **Modification #:** 2025-0043  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 635  
**County:** DALLAS      **CSJ:** 0009-11-264  
**City:** MESQUITE      **Desc:** US 80 TO MOTLEY DRIVE: RECONSTRUCT 6 TO 6 GENERAL PURPOSE LANES & RECONSTRUCT 4/6 LANE CONT TO 4/6 LANE CONT FRONTAGE ROAD; MOTLEY DRIVE TO IH 635: RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4 LANE CONT TO 4/6 LANE CONT FRONTAGE ROAD  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0009-11-264	SW PE:	\$0	\$10,663,128	\$0	\$0	\$0	\$10,663,128
2025	ROW	0009-11-264	SW ROW:	\$0	\$31,374,308	\$0	\$0	\$0	\$31,374,308
<b>Grand Total:</b>				<b>\$0</b>	<b>\$42,037,436</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,037,436</b>

## PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25106      **Facility:** VA      **Location/Limits From:** NE CORNER OF IH 35W & FM 1187      **Modification #:** 2025-0044  
**Impementing Agency:** TESLA, INC.  
**County:** TARRANT      **CSJ:** 5000-00-233  
**City:** FORT WORTH      **Desc:** INSTALL 7 ELECTRIC VEHICLE CHARGING STATIONS WITHIN 1 MILE OF THE IH 35W ELECTRIC ALTERNATIVE FUEL CORRIDOR  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	5000-00-233	Cat 10 - NEVI:	\$613,885	\$0	\$0	\$153,471	\$0	\$767,356
<b>Grand Total:</b>				<b>\$613,885</b>	<b>\$0</b>	<b>\$0</b>	<b>\$153,471</b>	<b>\$0</b>	<b>\$767,356</b>

**TIP Code:** 21082      **Facility:** CS      **Location/Limits From:** ON COPENHAGEN AVE FROM OLYMPUS BOULEVARD      **Modification #:** 2025-0054  
**Impementing Agency:** DALLAS      **Location/Limits To:** BELT LINE ROAD  
**County:** DALLAS      **CSJ:** 0918-47-352  
**City:** DALLAS      **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY  
**Request:** CLARIFY PROJECT LIMITS TO ON COPENHAGEN AVE FROM OLYMPUS BOULEVARD TO E BELT LINE ROAD; REVISE SCOPE TO SCHEMATIC DESIGN OF 0 TO 4 LANE ROADWAY FROM E BELT LINE TO OLYMPUS BLVD AND PHASE ONE CONSTRUCTION OF ROADWAY FROM 1) SOUTH OF E BELT LINE ROAD TO SOUTH OF DART ROW AND 2) FROM OLYMPUS BLVD NORTHWARD FOR FUTURE ROADWAY STUB OUT; ADD LOCAL CONTRIBUTION FOR ENGINEERING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-352	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
2026	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$350,000</b>	<b>\$1,850,000</b>

## PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13074.3    **Facility:** FM 429    **Location/Limits From:** US 80    **Modification #:** 2025-0056  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SOUTH OF US 80  
**County:** KAUFMAN    **CSJ:** 0697-03-033  
**City:** TERRELL    **Desc:** CONSTRUCT CUL-DE-SAC  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0697-03-033	SW PE:	\$0	\$11,885	\$0	\$0	\$0	\$11,885
2025	ROW	0697-03-033	SW ROW:	\$0	\$30,000	\$0	\$0	\$0	\$30,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$41,885</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,885</b>

**TIP Code:** 13074.4    **Facility:** FM 429    **Location/Limits From:** US 80    **Modification #:** 2025-0057  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NORTH OF US 80  
**County:** KAUFMAN    **CSJ:** 1089-02-019  
**City:** TERRELL    **Desc:** CONSTRUCT CUL-DE-SAC  
**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1089-02-019	SW PE:	\$0	\$21,859	\$0	\$0	\$0	\$21,859
<b>Grand Total:</b>				<b>\$0</b>	<b>\$21,859</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,859</b>

# How to Read the Project Modification Listings – Transit Section

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

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0060

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12885.23	TRANSIT FACILITY PLANNING AND DESIGN	2025	CAPITAL	\$536,155	\$0	\$0	\$134,039	0	\$670,194	ADD PROJECT TO TIP/STIP; AREAS OF PERSISTENT POVERTY - DISCRETIONARY GRANT
<b>TOTAL:</b>				<b>\$536,155</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,039</b>	<b>0</b>	<b>\$670,194</b>	

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0061

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12904.21	CAPITAL COST OF CONTRACTING - VIA	2024	CAPITAL	\$4,087,777	\$0	\$0	\$0	817,556	\$4,087,777
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000
12971.21	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000
<b>TOTAL:</b>				<b>\$6,404,791</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228,836</b>	<b>950,556</b>	<b>\$7,633,627</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12904.21	CAPITAL COST OF CONTRACTING - VIA	2025	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	DECREASE FUNDING; GROUPED
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE
12971.21	DYNAMIC DIRECT ROUTE	2025	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296	NO CHANGE
12973.21	OPERATING ASSISTANCE - HANDITRAN	2025	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2025	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE
<b>TOTAL:</b>				<b>\$5,317,014</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228,836</b>	<b>733,000</b>	<b>\$6,545,850</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS **Modification #:** 2025-0062

**Request:** REVISE FY2022 PROGRAM OF PROJECTS AND INCREASE FUNDING

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12037.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$1,040,435	\$341,663	\$0	\$698,772	0	\$2,080,870	
12904.22	CAPITAL COST OF CONTRACTING- VIA RIDESHARE	2025	CAPITAL	\$4,412,223	\$0	\$0	\$0	882,444	\$4,412,223	
12906.22	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000	
12907.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000	
<b>TOTAL:</b>				<b>\$6,782,658</b>	<b>\$341,663</b>	<b>\$0</b>	<b>\$698,772</b>	<b>1,148,444</b>	<b>\$7,823,093</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12037.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$1,040,435	\$341,663	\$0	\$698,772	0	\$2,080,870	NO CHANGE; GROUPED
12904.22	CAPITAL COST OF CONTRACTING- VIA RIDESHARE	2025	CAPITAL	\$5,500,000	\$0	\$0	\$0	1,100,000	\$5,500,000	INCREASE FUNDING (TDCS [MPO])
12906.22	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000	NO CHANGE; GROUPED
12907.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000	NO CHANGE; GROUPED
<b>TOTAL:</b>				<b>\$7,870,435</b>	<b>\$341,663</b>	<b>\$0</b>	<b>\$698,772</b>	<b>1,366,000</b>	<b>\$8,910,870</b>	



# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0063

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

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

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12781.21	ACQUISITION OF SIGNAGE	2025	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	NO CHANGE
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
<b>TOTAL:</b>				<b>\$80,454</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>14,591</b>	<b>\$81,954</b>	

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2025-0064

**Request:** REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12748.22	ACQUISITION OF SOFTWARE	2023	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	
12750.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$42,000	\$0	\$0	\$0	8,400	\$42,000	
<b>TOTAL:</b>				<b>\$162,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>32,400</b>	<b>\$162,000</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12748.22	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12750.22	PROJECT ADMINISTRATION	2026	CAPITAL	\$42,000	\$0	\$0	\$0	8,400	\$42,000	DELAY TO 2026 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
<b>TOTAL:</b>				<b>\$162,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>32,400</b>	<b>\$162,000</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2025-0066

**Request:** REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12010.22	ACQUISITION OF HARDWARE	2023	CAPITAL	\$135,000	\$0	\$0	\$0	27,000	\$135,000	
12019.22	ACQUISITION OF STORAGE SHED	2023	CAPITAL	\$7,000	\$0	\$0	\$0	1,400	\$7,000	
12020.22	ACQUISITION OF SOFTWARE	2023	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000	
12860.22	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$170,000	\$0	\$0	\$0	34,000	\$170,000	
<b>TOTAL:</b>				<b>\$357,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>71,400</b>	<b>\$357,000</b>	

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12010.22	ACQUISITION OF HARDWARE	2025	CAPITAL	\$135,000	\$0	\$0	\$0	27,000	\$135,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12019.22	ACQUISITION OF STORAGE SHED	2025	CAPITAL	\$7,000	\$0	\$0	\$0	1,400	\$7,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12020.22	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12860.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$170,000	\$0	\$0	\$0	34,000	\$170,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
<b>TOTAL:</b>				<b>\$357,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>71,400</b>	<b>\$357,000</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2025-0068

**Request:** REVISE FY2019 PROGRAM OF PROJECTS

**UZA:** DENTON-LEWISVILLE

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.19	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$205,359	\$0	\$0	\$205,359	0	\$410,718	
<b>TOTAL:</b>				<b>\$205,359</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,359</b>	<b>0</b>	<b>\$410,718</b>	

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12067.19	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; GROUPED
12873.19	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$205,359	\$0	\$0	\$205,359	0	\$410,718	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$205,359</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,359</b>	<b>0</b>	<b>\$410,718</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2025-0069

**Request:** REVISE FY2020 PROGRAM OF PROJECTS

**UZA:** DENTON-LEWISVILLE

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.20	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$217,527	\$0	\$0	\$217,527	0	\$435,054	
<b>TOTAL:</b>				<b>\$217,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$217,527</b>	<b>0</b>	<b>\$435,054</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.20	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12873.20	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$217,527	\$0	\$0	\$217,527	0	\$435,054	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$217,527</b>	<b>\$0</b>	<b>\$0</b>	<b>\$217,527</b>	<b>0</b>	<b>\$435,054</b>	

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0070

**Request:** REVISE FY2021 PROGRAM OF PROJECTS

**UZA:** DENTON-LEWISVILLE

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.21	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$177,114	\$0	\$0	\$177,114	0	\$354,228	
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	
<b>TOTAL:</b>				<b>\$222,946</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188,572</b>	<b>0</b>	<b>\$411,518</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12067.21	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; GROUPED
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	NO CHANGE
12873.21	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$177,114	\$0	\$0	\$177,114	0	\$354,228	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$222,946</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188,572</b>	<b>0</b>	<b>\$411,518</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0071

**Request:** REVISE FY2023 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$16,682,313	\$0	\$0	\$4,170,600	0	\$20,852,913	
12549.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	
12671.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485	
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646	
12967.23	PURCHASE OF SERVICE - MANSFIELD	2025	CAPITAL	\$684,254	\$0	\$0	\$171,064	0	\$855,318	
<b>TOTAL:</b>				<b>\$19,903,472</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,975,890</b>	<b>0</b>	<b>\$24,879,362</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$18,873,724	\$0	\$0	\$4,718,431	0	\$23,592,155	INCREASE FUNDING; GROUPED	
12549.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	NO CHANGE	
12671.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485	NO CHANGE	
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646	NO CHANGE	
12967.23	PURCHASE OF SERVICE - MANSFIELD	2025	CAPITAL	\$1,121,930	\$0	\$0	\$280,483	0	\$1,402,413	INCREASE FUNDING; GROUPED	
<b>TOTAL:</b>				<b>\$22,532,559</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,633,140</b>	<b>0</b>	<b>\$28,165,699</b>		

**Implementing Agency:** CITY OF MESQUITE

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2025-0073

**Request:** ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12013.20	OPERATING ASSISTANCE - JARC	2021	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	
<b>TOTAL:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>0</b>	<b>\$600,000</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12013.20	OPERATING ASSISTANCE - JARC	2025	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	DELAY PROJECT TO FY2025 AND ADD TO TIP/STIP	
<b>TOTAL:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>0</b>	<b>\$600,000</b>		

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2025-0074

**Request:** REVISE FY2020 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	
12576.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000	
12813.20	GENERAL PLANNING	2021	PLANNING	\$287,411	\$0	\$0	\$0	57,482	\$287,411	
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$562,636	\$0	\$0	\$140,659	0	\$703,295	
<b>TOTAL:</b>				<b>\$2,575,069</b>	<b>\$0</b>	<b>\$0</b>	<b>\$140,659</b>	<b>357,488</b>	<b>\$2,715,728</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511		NO CHANGE
12576.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000		NO CHANGE
12813.20	GENERAL PLANNING	2025	PLANNING	\$287,411	\$0	\$0	\$0	71,853	\$287,411		DELAY TO FY2025 AND ADD TO TIP/STIP
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511		NO CHANGE
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0		DELETE PROJECT
<b>TOTAL:</b>				<b>\$2,012,433</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>371,859</b>	<b>\$2,012,433</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2025-0075

**Request:** REVISE FY2022 PROGRAM OF PROJECTS AND DELETE PROJECT FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12206.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	
12870.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	\$190,801	\$0	\$0	\$0	38,160	\$190,801	
<b>TOTAL:</b>				<b>\$1,295,607</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>259,122</b>	<b>\$1,295,607</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12206.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403		NO CHANGE
12870.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403		NO CHANGE; GROUPED
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0		DELETE PROJECT
<b>TOTAL:</b>				<b>\$1,104,806</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>220,962</b>	<b>\$1,104,806</b>		

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0078

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12150.21	OPERATING ASSISTANCE	2022	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364
12625.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000
<b>TOTAL:</b>				<b>\$420,396</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,682</b>	<b>28,943</b>	<b>\$696,078</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12150.21	OPERATING ASSISTANCE	2025	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364	DELAY PROJECT TO 2025; ADD PROJECT TO TIP/STIP
12625.21	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309	DELAY PROJECT TO 2025; ADD PROJECT TO TIP/STIP (MPO TDCS)
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405	NO CHANGE
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000	NO CHANGE
<b>TOTAL:</b>				<b>\$420,396</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,682</b>	<b>28,943</b>	<b>\$696,078</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2025-0079

**Request:** REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12375.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$6,581	\$0	\$0	\$0	1,316	\$6,581
12711.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$65,000	\$0	\$0	\$0	13,000	\$65,000
<b>TOTAL:</b>				<b>\$71,581</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>14,316</b>	<b>\$71,581</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12375.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$6,581	\$0	\$0	\$0	1,316	\$6,581	DELAY TO FY2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12711.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$65,000	\$0	\$0	\$0	13,000	\$65,000	DELAY TO FY2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
<b>TOTAL:</b>				<b>\$71,581</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>14,316</b>	<b>\$71,581</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2025-0081

**Request:** REVISE FY2019 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$749,107	\$0	\$0	\$35,600	114,221	\$784,707
12990.19	CONSTRUCTION OF PARKING FACILITY	2025	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000
<b>TOTAL:</b>				<b>\$3,031,051</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,077,144</b>	<b>333,821</b>	<b>\$4,108,195</b>

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	NO CHANGE
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	NO CHANGE
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600	NO CHANGE
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,332,214	\$0	\$0	\$56,377	214,221	\$1,388,591	INCREASE FUNDING (TDCS [MPO]); GROUPED
12990.19	CONSTRUCTION OF PARKING FACILITY	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$3,114,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,097,921</b>	<b>333,821</b>	<b>\$4,212,079</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2025-0084

**Request:** REVISE FY2019 PROGRAM OF PROJECTS AND DELETE PROJECT FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942
12915.19	MOBILITY MANAGEMENT-STRATEGIC PARTNERSHIPS	2025	CAPITAL	\$1,657,650	\$0	\$0	\$0	331,530	\$1,657,650
<b>TOTAL:</b>				<b>\$2,021,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>331,530</b>	<b>\$2,021,592</b>

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942	NO CHANGE
12915.19	MOBILITY MANAGEMENT-STRATEGIC PARTNERSHIPS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$363,942</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$363,942</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0086

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND DELETE PROJECT FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425
12752.21	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2025	CAPITAL	\$469,298	\$0	\$0	\$0	93,860	\$469,298
<b>TOTAL:</b>				<b>\$857,723</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>93,860</b>	<b>\$857,723</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425	NO CHANGE
12752.21	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$388,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$388,425</b>	

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0087

**Request:** REVISE FY2023 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,023	\$0	\$0	\$0	115,605	\$578,023
<b>TOTAL:</b>				<b>\$578,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>115,605</b>	<b>\$578,023</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022	DECREASE FUNDING
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$3,233,280	\$0	\$0	\$0	3,233,280	\$646,656	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$3,811,302</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>3,348,885</b>	<b>\$1,224,678</b>	



# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS

**Modification #:** 2025-0088

**Request:** REVISE FY2023 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12677.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$38,170	\$0	\$0	\$0	0	\$38,170
<b>TOTAL:</b>				<b>\$38,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$38,170</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12677.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$38,170	\$0	\$0	\$0	0	\$38,170	NO CHANGE
12808.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$343,539	\$0	\$0	\$0	68,708	\$343,539	ADD PROJECT TO TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$381,709</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>68,708</b>	<b>\$381,709</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2025-0089

**Request:** REVISE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12919.19	PURCHASE OF SERVICE - THE COLONY	2020	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000
12920.19	PURCHASE OF SERVICE - LITTLE ELM	2020	CAPITAL	\$15,000	\$0	\$0	\$0	3,000	\$15,000
<b>TOTAL:</b>				<b>\$90,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>18,000</b>	<b>\$90,000</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12875.19	PURCHASE OF SERVICE - DENTON COUNTY	2025	CAPITAL	\$1,326,118	\$0	\$0	\$0	265,224	\$1,326,118	ADD PROJECT TO TIP/STIP (MPO TDCs)
12919.19	PURCHASE OF SERVICE - THE COLONY	2020	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000	NO CHANGE
12920.19	PURCHASE OF SERVICE - LITTLE ELM	2020	CAPITAL	\$15,000	\$0	\$0	\$0	3,000	\$15,000	NO CHANGE
<b>TOTAL:</b>				<b>\$1,416,118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>283,224</b>	<b>\$1,416,118</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2025-0090

**Request:** REVISE FY2020 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	\$35,000	\$0	\$0	\$0	7,000	\$35,000
<b>TOTAL:</b>				<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>13,000</b>	<b>\$65,000</b>

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12875.20	PURCHASE OF SERVICE - DENTON COUNTY	2025	CAPITAL	\$1,173,882	\$0	\$0	\$0	234,777	\$1,173,882	ADD PROJECT TO TIP/STIP (MPO TDCs)
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	NO CHANGE
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	\$35,000	\$0	\$0	\$0	7,000	\$35,000	NO CHANGE
<b>TOTAL:</b>				<b>\$1,238,882</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>247,777</b>	<b>\$1,238,882</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0091

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2022	CAPITAL	\$176,815	\$0	\$0	\$0	35,363	\$176,815
<b>TOTAL:</b>				<b>\$338,692</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>67,738</b>	<b>\$338,692</b>

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877	NO CHANGE
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2025	CAPITAL	\$328,941	\$0	\$0	\$0	65,789	\$328,941	INCREASE FUNDING; DELAY PROJECT TO FY2025 AND ADD PROJECT TO THE TIP/STIP (MPO TDCs)
<b>TOTAL:</b>				<b>\$490,818</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>98,164</b>	<b>\$490,818</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2025-0092

**Request:** REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12704.21	PURCHASE OF SERVICE	2022	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12704.21	PURCHASE OF SERVICE	2022	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	NO CHANGE
12715.21	PURCHASE OF SERVICE - DUNCANVILLE	2025	CAPITAL	\$42,474	\$0	\$0	\$10,619	0	\$53,093	ADD PROJECT TO TIP/STIP
12718.21	PURCHASE OF SERVICE - CEDAR HILL	2025	CAPITAL	\$104,363	\$0	\$0	\$26,091	0	\$130,454	ADD PROJECT TO TIP/STIP
12719.21	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$170,335	\$0	\$0	\$42,584	0	\$212,919	ADD PROJECT TO TIP/STIP
<b>TOTAL:</b>				<b>\$802,244</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,562</b>	<b>0</b>	<b>\$1,002,806</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2025-0093

**Request:** INCREASE FUNDING BY \$1,004,630 TOTAL 5310 FUNDS (\$803,704 FEDERAL AND \$200,926 LOCAL) FOR A REVISED AMOUNT OF \$1,489,702 TOTAL 5310 FUNDING (\$1,288,776 FEDERAL, \$200,926 LOCAL AND 97,014 TDCs)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,014	\$485,072
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>97,014</b>	<b>\$485,072</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	INCREASE FUNDING; GROUPED
<b>TOTAL:</b>				<b>\$1,288,776</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,926</b>	<b>97,014</b>	<b>\$1,489,702</b>	

# PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0094

**Request:** REVISE FY2023 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** #Type!

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	\$2,000,000	\$0	\$0	\$2,000,000	0	\$4,000,000
12972.23	SMART BUS TECHNOLOGY	2025	CAPITAL	\$833,000	\$0	\$0	\$208,250	0	\$1,041,250
<b>TOTAL:</b>				<b>\$2,833,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,208,250</b>	<b>0</b>	<b>\$5,041,250</b>

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$4,000,000	REDUCE LOCAL SHARE; COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING
12972.23	SMART BUS TECHNOLOGY	2025	CAPITAL	\$833,000	\$0	\$0	\$208,250	0	\$1,041,250	NO CHANGE; COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING
<b>TOTAL:</b>				<b>\$2,833,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$708,250</b>	<b>0</b>	<b>\$5,041,250</b>	



# North Texas Advanced Air Mobility and Uncrewed Aviation Systems Funding

August 23, 2024

Surface Transportation Technical Committee

Ernest Huffman, Program Manager

North Central Texas Council of Governments

# Aviation Program Area Funding Requests

## 1. Funding for New Transportation Planner

- a. **What** – Funding to employ another Transportation Planner Level II/III to lead all unmanned aviation efforts.
- b. **Cost** - \$100,000 Annually to cover the cost of the employee (**\$300,000 Total for three years**)

## 2. Funding for North Texas Airspace Awareness Pilot

- a. **What** – Funding to continue into Phase 2 of the North Texas Airspace Awareness Pilot. In an effort to provide city governments the ability to provide airspace hazards and other local advisories to sUAS pilots, to fill in data gaps between providers and to assist in the detect, avoid and deconfliction of all sUAS operations.
- b. **Cost** - \$200,000 annually for software providers and sensor integration (**\$400,000 Total over two years**)

## 3. Funding for matching funds for world cup 2026 operations

- a. **What** – General Programming fund. Funds can also be used to cover the costs of real estate used for event as well as matching funds for other critical functions.
- b. **Cost** - \$1,000,000

**Total – 1,700,000**



# Contact



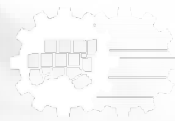
**Ernest Huffman**

Program Manager

Aviation Planning and Education

Email: [ehuffman@nctcog.org](mailto:ehuffman@nctcog.org)





North Central Texas Council of Governments

# Endorsement of Safe Streets and Roads for All Grant Submission

Surface Transportation Technical Committee  
08.23.2024

Karla Windsor



# Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY 2024 available
- ❑ One application per agency allowed each cycle
- ❑ NCTCOG staff would like to pursue a planning project



# Safe Streets & Roads for All Grant Program

## Funding Availability

**\$580 Million**

- Planning/Demonstration  
(National)

**\$657 Million**

- Implementation  
(National)

**< 15% per State**

- Overall Program

## Minimum Award

**\$100,000**

- Planning/Demonstration

**\$2.5 Million**

- Implementation

## Maximum Award

**\$10 Million**

- Planning/Demonstration

**\$25 Million**

- Implementation

## Cost Sharing

80% Federal | 20% non-Federal

## Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State  
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



# Safe Streets & Roads for All (SS4A) Grant Program

## Three opportunities to submit planning and implementation applications

- Cycle 1: April 4, 2024 – planning and demonstration grants
- Cycle 2: May 16, 2024 – planning and demonstration grants and implementation grants
- **Cycle 3: August 29, 2024 – planning and demonstration grants**
- NCTCOG applied for Cycle 2 planning and demonstration funding



# NCTCOG Regional Active Transportation Safety Grant Application

## Advancing Safe Regional Active Transportation Connections to Rail Stations

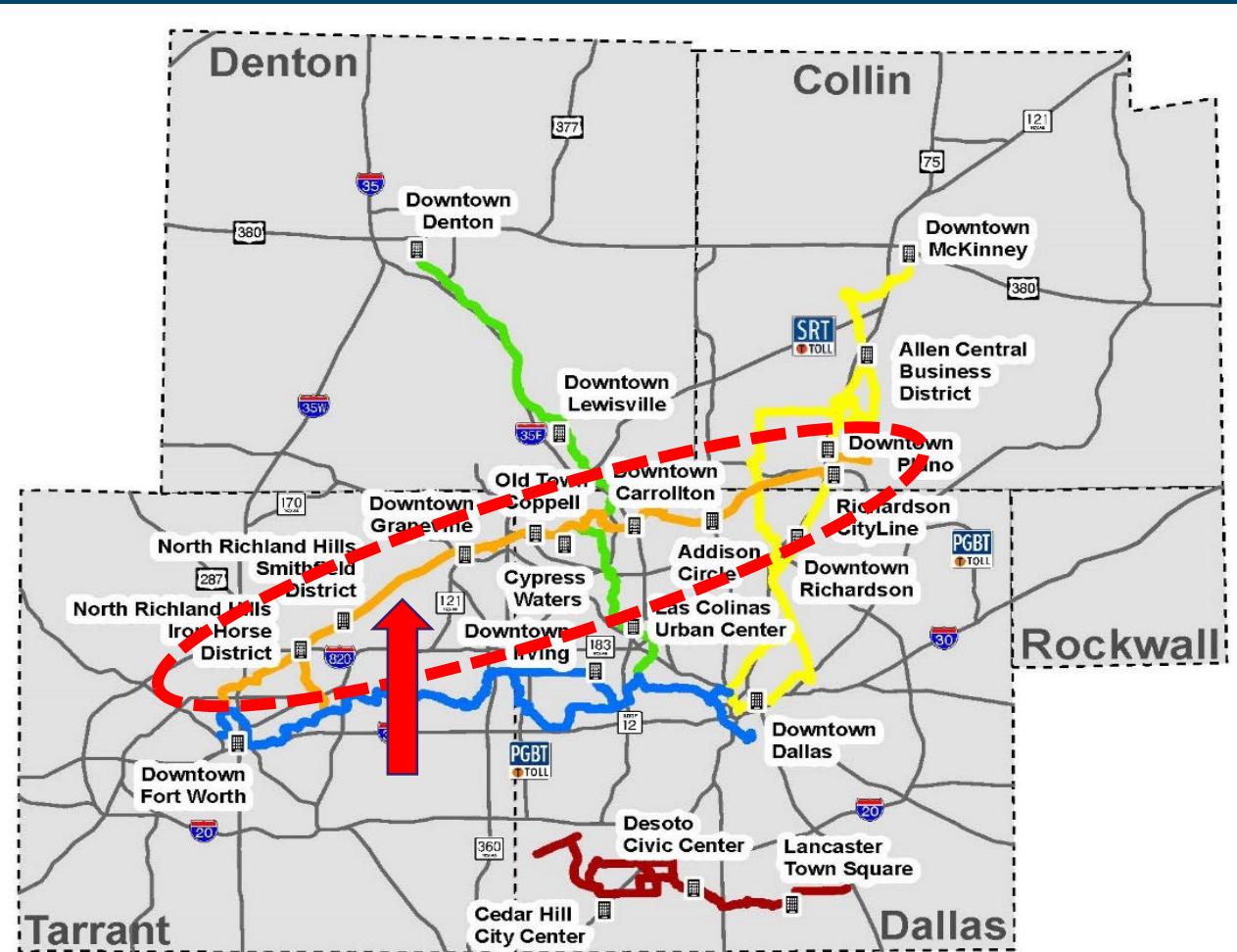
Conducting in-depth planning and feasibility study to implement regional trail and on-street bikeway alignments that provide safe connections to passenger rail stations in northeast Tarrant County:

### Focus of the additional study

- Finalize planned regional alignments for future construction through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills
- Assess safe connections to various TEXRail stations and the Trinity Lakes TRE station
- Assess safe crossings of significant barriers including major arterial roadways, highways, freight railroads, and waterways
- Develop an action plan, schematics, and opinions of construction cost for recommended alignments and safety countermeasures



# Highlighted Regional Trail Corridors



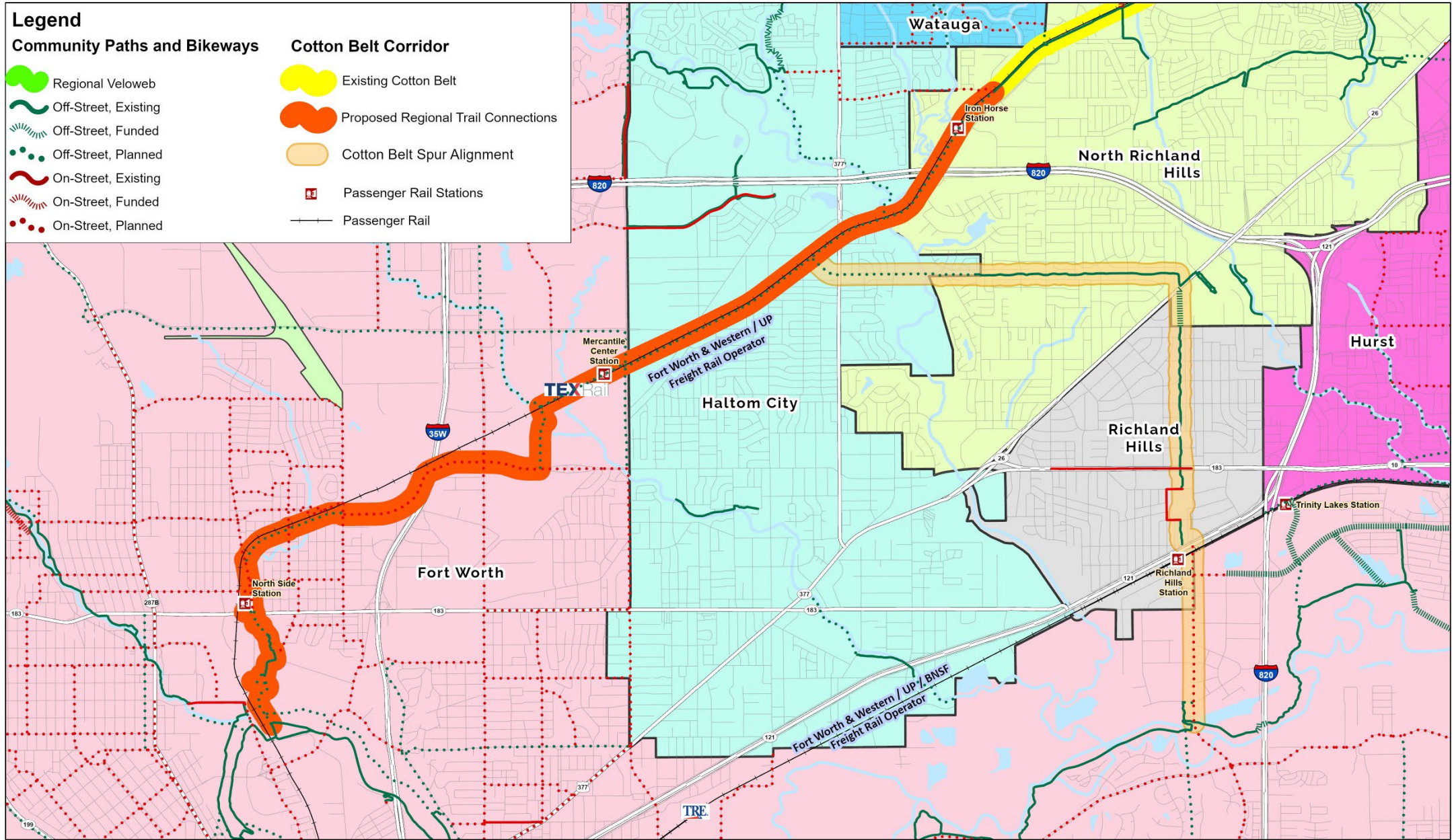
Cotton Belt Corridor  
from Plano to Fort Worth  
approximately 65.8 miles

-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  McKinney to Dallas Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor
-  Southern Dallas County Regional Trail Corridor



North Central Texas  
Council of Governments  
Transportation Department

# Cotton Belt Trail Western Extension Study Area



# NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

## Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$2,000,000	\$1,600,000	\$400,000	RTC Local



# Schedule

Date	Milestone
March 1, 2024	NOFO Released
August 8, 2024	RTC Action
August 22, 2024	Executive Board
<b>August 23, 2024</b>	<b>STTC Action (Endorsement)</b>
August 29, 2024	Applications Due





# Requested Action

- Endorse the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.
- Endorse the use of \$400,000 in Regional Transportation Council Local funds for non-federal match should the project be selected for funding.
- Approve staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes should the project be selected for funding.



# CONTACT US

Karla Windsor, AICP

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) | 817-608-2376



Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | 817-695-9275





# FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM<sub>3</sub>)

JENNY NARVAEZ AND JAMES MCLANE

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

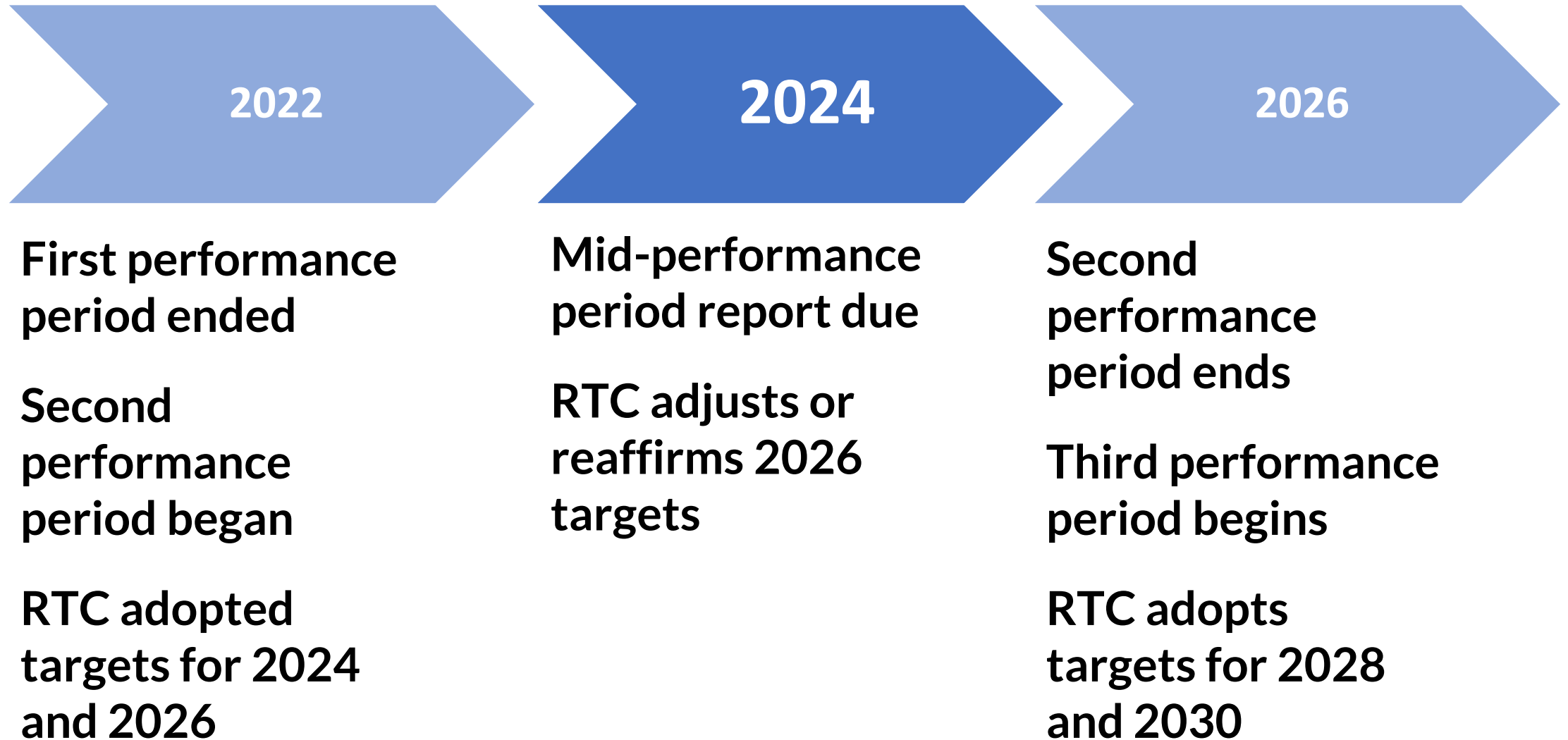
8.23.2024

# 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	Early 2025	Early 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 23, 2024	September 12, 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Early 2025	Early 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



# PM3 Schedule



# PM3 Schedule

Partner schedules and reporting requirements necessitate splitting PM3 target-adjustment action

Part 1: Urban-area specific targets on which the state DOT and MPO are required to agree need to be adjusted and reported sooner (STTC action sought today, RTC action sought in September)

**Non-SOV Travel**

**Peak Hour Excessive Delay**

**Cumulative Emissions Reductions**

Part 2: Other targets can wait until 180 days after state DOT adjusts their targets (RTC action expected in early 2025)

Reliability (Interstate/Non-Interstate)

Truck Travel Time Reliability

PM2 (Pavement and Bridge) target adjustments likely to be brought at the same time



# PM3 Measures and Targets (Part 1)

Measure		Desired Trend Indicating Improvement	Latest Observed (2022 or 2023)	Current Adopted Targets	
				2024	2026
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	14.70 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		8.20 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		4.50 hrs.	1.30 hrs.	0.90 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington	↗	26.7%	22.7%	23.0%
	Denton-Lewisville		28.2%	22.8%	22.9%
	McKinney		33.4%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO <sub>x</sub> (kg/day)	↗	4,929.94	2,330.64	4,195.15
	VOC (kg/day)	↗	865.80	599.90	1,035.83

Action to reaffirm 2026 targets sought today



# Addressing PM<sub>3</sub> Measures

Many measures still strongly impacted by COVID-19 pandemic

5-year averages required by the Non-SOV measure

All PM<sub>3</sub> stand to be improved by policy, program, and projects to be recommended by Mobility 2050

PM<sub>3</sub> measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Additionally, PM<sub>3</sub> measures and similar calculations using the same source data integrated into:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring





# Proposed Action

Recommend that RTC reaffirm existing 2026 targets for the following PM3 measures:

Non-SOV Travel for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

Peak-Hour Excessive Delay for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

On-Road Mobile Source Emissions Reductions (Cumulative) for the following pollutants:

NO<sub>x</sub>

VOC



# Contacts

**Jenny Narvaez**  
**Program Manager**  
**817-608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

**James McLane**  
**TR Info. Systems Manager**  
**817-704-5636**  
**[jmclane@nctcog.org](mailto:jmclane@nctcog.org)**

**Chris Klaus**  
**Senior Program Manager**  
**817-695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

**[www.nctcog.org/pm/fed](http://www.nctcog.org/pm/fed)**



# Reconnecting Communities Pilot Program Grant Application

## Cotton Belt Trail Phase 3a



Karla Windsor

Surface Transportation Technical Committee

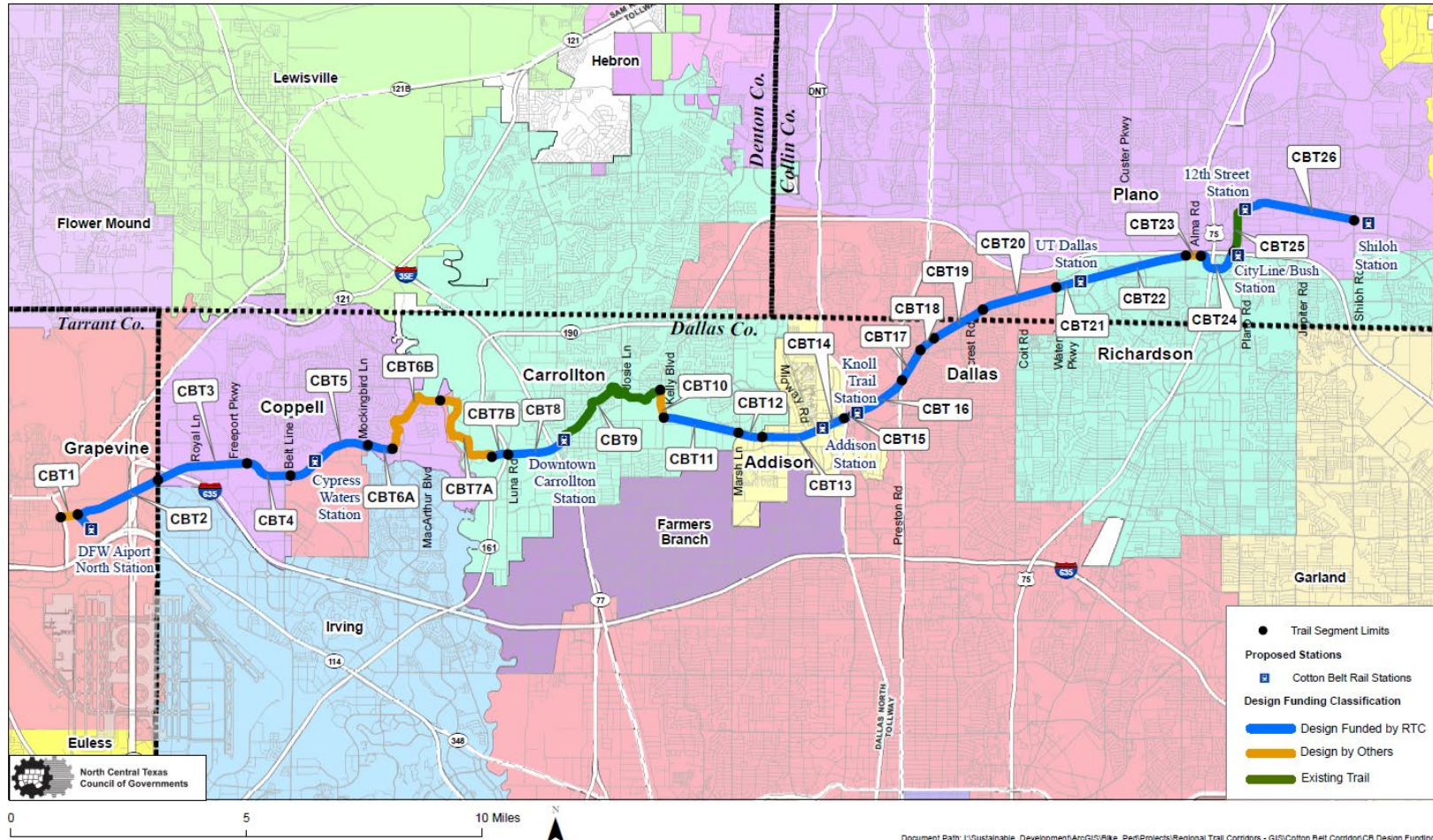
August 23, 2024



ELECTRONIC ITEM 5

# History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano  
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

# Phase 1 and Phase 2 Construction

## Phase 1 Silver Line Rail Design/Build Contractor: **UNDERWAY**

Critical Bridges in Dallas and Plano

Trail Intersection Crossings of Silver Line Rail line

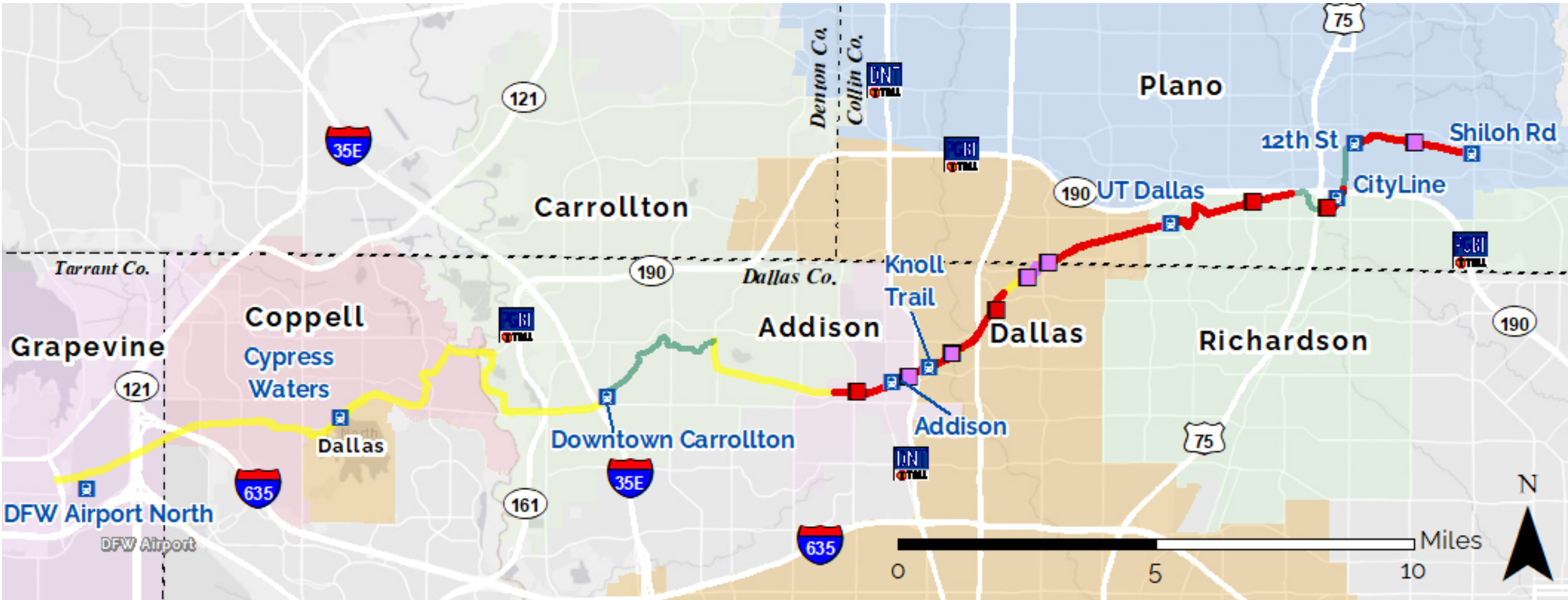
## Phase 2 Trail Contractor: **BEGIN LATE 2024**

## Funding Approach

Approx. 11 miles of Trail, Bridges and Approaches, and Signals (Addison to Plano)

- Various RTC funding awards 2018-2022
- 2022 NCTCOG TA Call for Projects
- 2023 USDOT RAISE Grant
- 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects

# Anticipated Cotton Belt Trail Construction Phasing



- Existing Trail
- Phase 1: Cotton Belt Trail and Bridges
- Phase 2: Cotton Belt Trail and Bridges
- Phase 3: Cotton Belt Trail and Bridges
- Silver Line Rail Station

# Reconnecting Communities Pilot Program (RCP) Priorities

- Remove, retrofit, mitigate, or replace an existing eligible facility with a new facility to reconnect communities;
- Improve connectivity and overcome barriers to mobility, access, or economic development due to high speeds, grade separations, or other design factors;
- Cost share:  
Maximum of 50 percent RCP funds and 50 percent local match (30 percent of match can be federal funds)
- Staff recommending to submit for construction of the Cotton Belt Trail; repackage the Active Transportation Infrastructure Investment Program (ATIIP) application and include an additional trail section in Carrollton



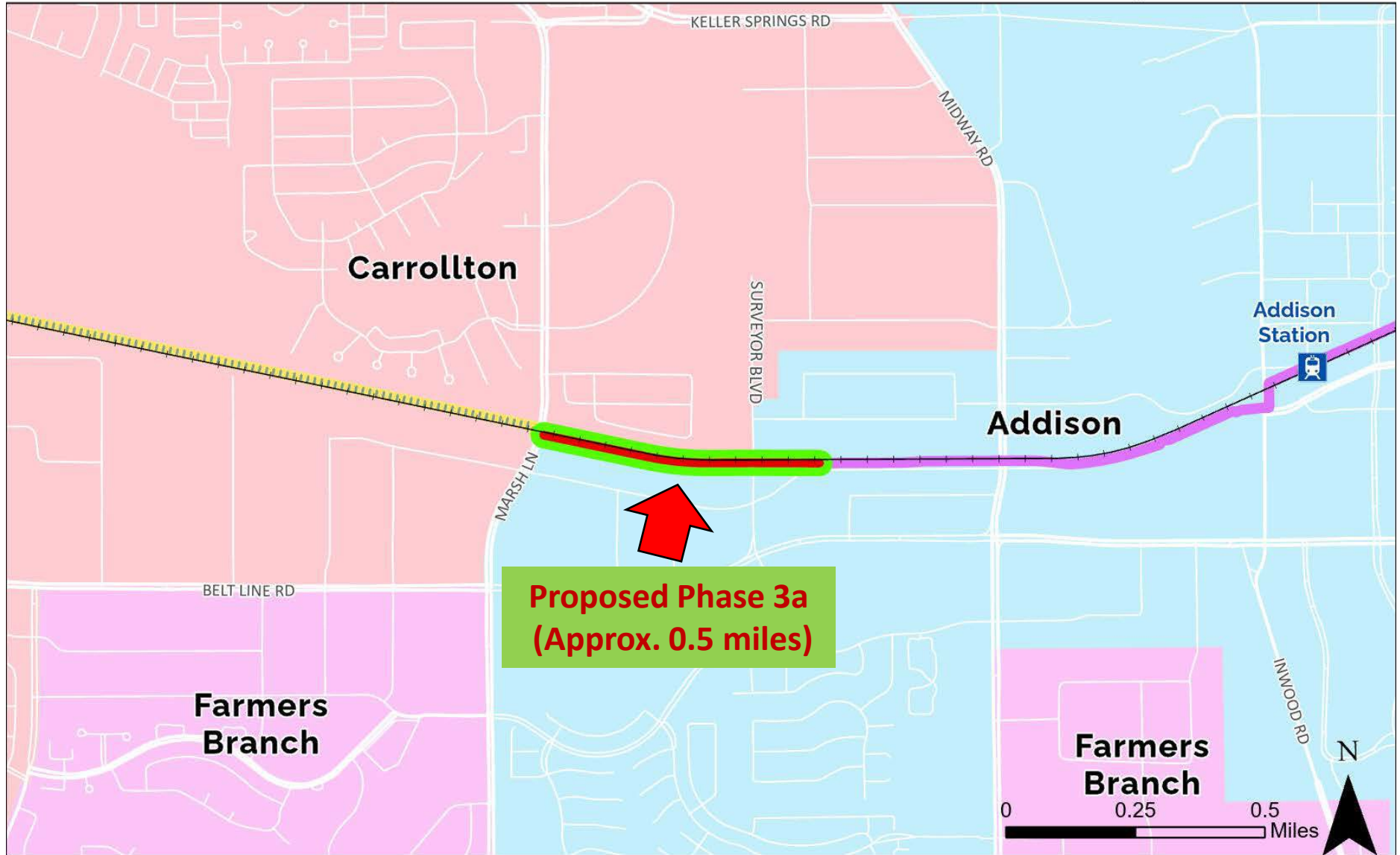
# Carrollton Segment (McInnish Park to East of IH35E)



-  Proposed Phase 3a Segments
-  Phase 1 Segment
-  Existing Regional Trail
-  Trail to be funded by other sources
-  DART Rail Station
-  DART Green Line
-  Silver Line Rail Under Construction



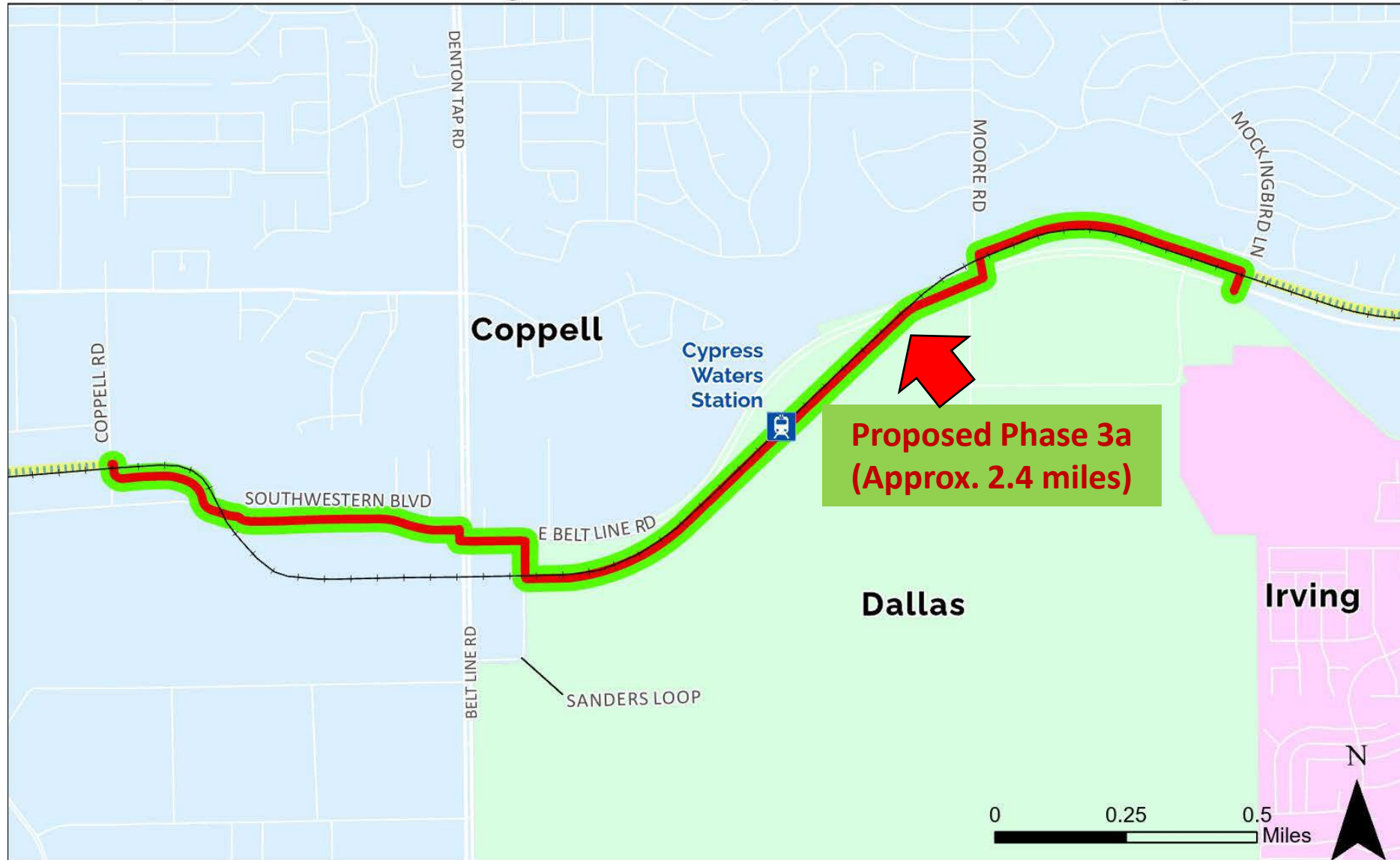
# Addison Segment (Marsh Ln to East of Surveyor Blvd)




- Proposed Phase 3a Segments
- Phase 2 Segments
- Trail Designed - To be funded by other sources

- Silver Line Rail Station
- Silver Line Rail Under Construction

# Coppell/Dallas Segment (Coppell Rd to Mockingbird Ln)



 Proposed Phase 3a Segments

 Trail Designed - To be funded by other sources

 Silver Line Rail Station

 Silver Line Rail Under Construction

# Phase 3a: ATIIP Grant Application

Application submitted by DART in July 2024

PROJECT SCOPE	COST / FUNDING				
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	ATIIP FEDERAL GRANT FUNDS	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	<b>\$22,583,558</b>	<b>\$5,059,461</b>	<b>\$1,224,097</b>	<b>\$12.0 M</b>	<b>\$4.3 M</b>

# Phase 3a: RCP Grant Application (Draft Budget with Additional Funding Request)

PROJECT SCOPE	COST / FUNDING					
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG / CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	--	\$4.3 M
Construct approximately 1.17 miles of trail, bridges, and intersection crossings in Carrollton	\$25,000,000	\$811,565	\$3,485,554	\$12.5 M	\$6,602,881	\$1.6 M
<b>Total</b>	<b>\$47,583,558</b>	<b>\$5,871,026</b>	<b>\$4,709,651</b>	<b>\$24.5 M</b>	<b>\$6,602,881</b>	<b>\$5.9 M</b>

# Schedule

Date	Milestone
July 3	NOFO Released
<b>August 28</b>	<b>Surface Transportation Technical Committee Action</b>
Sept 12	Regional Transportation Council Action
Sept 27	NCTCOG staff finalize grant application materials for DART submittal
Sept 30	Grant Application deadline (submittal by DART)

# Requested Action

Recommend Regional Transportation Council Approval of:

- The partnership with DART to submit the USDOT 2024 Reconnecting Communities Pilot Program capital construction grant application for the Cotton Belt Trail Phase 3a construction requesting \$24.5 million in federal funding.
- The additional contribution of \$6,602,881 federal Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program funds and \$1.6M Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Directing staff to keep the previously approved match funding for the pending ATIIP application available to be used with the RCP application, if awarded funding.
- Directing staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

# Contact Us



**Karla Windsor, AICP**

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org)

(817) 608-2376



**Kevin Kokes, AICP**

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

(817) 695-9275



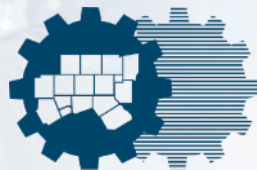
**Catherine Richardson**

Transportation Planner

[crichardson@nctcog.org](mailto:crichardson@nctcog.org)

(682) 433-0485





North Central Texas Council of Governments

# Work Zone Data Exchange 2024 CALL FOR PROJECTS

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

8.23.2024



# NCTCOG's TXSHARE Cooperative Purchase of WZDx Services

March 2022 Issued Procurement

Three categories of services

1. Convert raw work zone data into WZDx format
2. Establish WZDx-compliant reporting system
3. General WZDx services

Five vendors under contract:

- Blynco
- iCone
- Mixon Hill
- Navjoy
- One.Network



# RTC Action – June 2023

1. Approve WZDx Project;
2. Direct staff to engage regional partners on Project scoping and execution;
3. Utilize existing funding and NCTCOG contracts to advance the Project;  
and
4. Authorize staff to take administrative steps necessary to implement the Project

# WZDx Funding Available

\$2.5 Million Available (FY 2025)

## Funding Split:

69% Eastern Sub-Region = \$1,725,000

31% Western Sub-Region = \$775,000

*Local Match – Transportation Development Credits (TDCs)*

## Funding Schedule:

Approved in TIP

Funding Agreement and Notice to Proceed Expected in Q1 2025



# WZDx Project Eligibility and Requirements

## 1. Eligible Entities

Public Sector Partner Agencies within the NCTCOG 12-County (Cities, Counties, TxDOT, Transit, Etc.)

Metropolitan Planning Area Actively Involved in Work Zone Management

## 2. Eligible Activities

TXShares Vendors

City-Wide Implementation or Corridor-Level Projects

## 3. Ineligible Activities/Purchases

Personnel and Staffing Charges

Activities Already Completed or In-Progress

## 4. Program Requirements

Must meet Federal WZDx Specifications 4.x Compliant

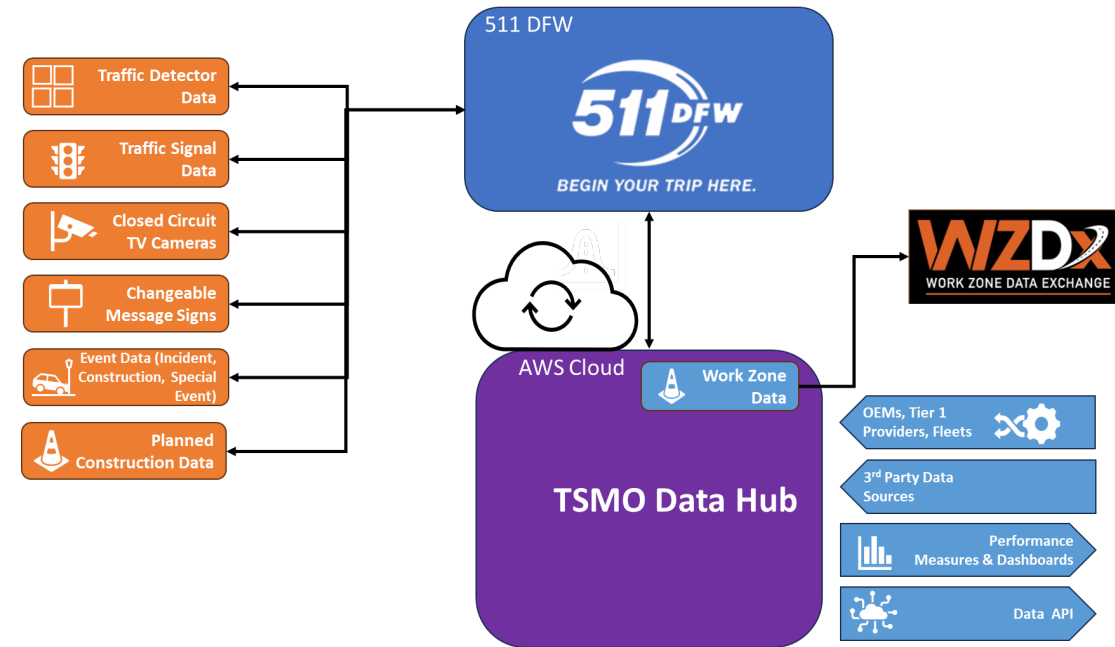
Must feed data to regional 511DFW/Transportation System Management & Operation Data Exchange

Must attend Call for Projects Vendor Workshop (Hybrid): September 17, 2024



# Work Zone Data Exchange Regional Requirements

- The agency vendor shall provide a Federal WZDx Specification 4.x compliant feed that the TSMO Data Exchange can consume.
- The agency vendor shall make a URL end point available that the TSMO Data Exchange can access to retrieve the feed.
  - A user configurable interval at which entities must update their feed. The feed must be updated on the hour and every 15 minutes thereafter.
- The agency has to upgrade their feed in a timely manner if there is a version change
  - Upgrade within one month if there is a major (breaking) version change in the specification.
  - Upgrade within three months if there is a minor (non-breaking) version change in the specification.



# Proposed Scoring/Evaluation Criteria

Scoring Component	Available Points
Describe your proposed project how this project will help benefit current work zone activities.	25
Summarize your agency's current work zone reporting process and how this project will improve operations.	25
Outline your project implementation schedule showing estimated timeframes.	25
Describe what processes your agencies will put in place to ensure your work zone data is accurate.	25
Total	100



# Project Schedule

Date	Action
August 23, 2024	STTC (Action) – Request Approval of Call for Projects Criteria
September 12, 2024	RTC (Action) – Request Approval of Call for Projects Criteria
September 16, 2024	Open Call for Projects (60 days)
September 17, 2024	Call for Projects Vendor Workshop
November 15, 2024	Close Call for Projects
Nov. 18, 2024 – Jan. 3, 2025	Evaluate Submitted Proposals
January 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 2025	RTC (Action) – Approval of Selected Projects
Spring/Summer 2025	NCTCOG Agreements with Implementing Agency
Summer 2025	Cities Implement



# Action Requested

A recommendation for Regional Transportation Council (RTC) approval on the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects





# CONTACT/QUESTIONS



Vickie Morris

Project Engineer

[vmorris@nctcog.org](mailto:vmorris@nctcog.org) | (817) 695-9136



Natalie Bettger

Senior Program Manager

[nbettger@nctcog.org](mailto:nbettger@nctcog.org) | (817) 695-9280



# FISCAL YEAR 2024 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

Surface Transportation Technical Committee  
August 23, 2024

# BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
  - Transit Authorities (Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority)
  - Cities that are recipients of FTA funds (Arlington, McKinney, Mesquite, Grand Prairie)
  - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)
- Two NCTCOG processes are used to award funds:
  - Set-aside for Strategic Partnerships
  - Programs of Projects (POP) process





# FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

# AWARDING FEDERAL FORMULA FUNDS IN THE REGION

- Public transportation providers in the region are proposed to receive ~\$194.6 million in Federal Transit Administration (FTA) formula funds through this Fiscal Year 2024 apportionment award cycle
- Additional ~\$12.75 million in funds will be programmed in future cycles



# PROPOSED FISCAL YEAR 2024 PROGRAMS OF PROJECTS

The Programs of Projects (POP) describe how public transportation providers in the region utilize FTA funds.

<b>FY 2024 FTA Funds by <u>Agency Type</u></b>	<b>\$194.6M</b>
Transit Authorities	\$175.6M
All Others	~\$19M

<b>FY 2024 FTA Funds by <u>Project Type</u></b>	<b>\$194.6M</b>
Preventive Maintenance	\$150.7M
Vehicle Purchase	\$5.1M
Planning	\$125K
Operations	\$10.6M
Other Capital Items	~\$28M

# TRANSPORTATION DEVELOPMENT CREDITS

- Transportation Development Credits (TDCs) are a non-cash financing tool (i.e., they do not increase funding for a project) that is used in lieu of the local cash match requirement for federal funds
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- Can only be applied to capital projects (e.g., vehicle or equipment purchase, preventive maintenance, etc.)
- The Regional Transportation Council (RTC) awards TDCs to small transit providers or via the Mobility Plan Bundle process
- 2,059,627 in TDCs are proposed to be awarded through this cycle



# ACTION REQUESTED

- Recommend RTC approval of:
  - The proposed funding for the FY2024 Programs of Projects
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding on these projects

# CONTACT INFORMATION

Shawn Dintino

Senior Transportation Planner

(817) 704-5605

[sdintino@nctcog.org](mailto:sdintino@nctcog.org)

Brian Dell

Program Manager

(817) 704-5694

[bdell@nctcog.org](mailto:bdell@nctcog.org)

Christie Gotti

Senior Program Manager

(817) 608-2338

[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

**City of Arlington FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
CITY OF ARLINGTON	Dallas-Fort Worth-Arlington	2024	5307	CAPITAL COST OF CONTRACTING - HANDITRAN	CAPITAL	\$ 2,980,000	\$ 1,490,000	\$ -	\$ 1,490,000	298,000
CITY OF ARLINGTON	Dallas-Fort Worth-Arlington	2024	5307	CAPITAL COST OF CONTRACTING - ON-DEMAND RIDESHARE	CAPITAL	\$ 13,928,973	\$ 5,571,589	\$ -	\$ 8,357,384	-
CITY OF ARLINGTON	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 100,000	\$ 100,000	\$ -	\$ -	20,000
<b>Total</b>						<b>\$ 17,008,973</b>	<b>\$ 7,161,589</b>	<b>\$ -</b>	<b>\$ 9,847,384</b>	<b>318,000</b>

\*Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**City/County Transportation FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
CITY/COUNTY TRANSPORTATION	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 245,278	\$ 122,639	\$ -	\$ 122,639	-
CITY/COUNTY TRANSPORTATION	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 27,023	\$ 27,023	\$ -	\$ -	5,405
CITY/COUNTY TRANSPORTATION	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 53,000	\$ 53,000	\$ -	\$ -	10,600
CITY/COUNTY TRANSPORTATION	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 55,000	\$ 55,000	\$ -	\$ -	11,000
<b>Total</b>						<b>\$ 380,301</b>	<b>\$ 257,662</b>	<b>\$ -</b>	<b>\$ 122,639</b>	<b>27,005</b>

\*Small Transit Provider Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Community Transit Services FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
COMMUNITY TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 69,312	\$ 34,656	\$ -	\$ 34,656	-
COMMUNITY TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 10,000	\$ 10,000	\$ -	\$ -	2,000
<b>Total</b>						<b>\$ 79,312</b>	<b>\$ 44,656</b>	<b>\$ -</b>	<b>\$ 34,656</b>	<b>2,000</b>

\*Small Transit Provider Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Dallas Area Rapid Transit FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 89,349,644	\$ 71,479,715	\$ -	\$ 17,869,929	-
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 1,017,260	\$ 813,808	\$ -	\$ 203,452	-
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 682,874	\$ 546,299	\$ -	\$ 136,575	-
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5339	BUS AND BUS FACILITIES	CAPITAL	\$ 6,013,691	\$ 4,810,953	\$ -	\$ 1,202,738	-
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 54,286,808	\$ 43,429,446	\$ -	\$ 10,857,362	-
DALLAS AREA RAPID TRANSIT	Dallas-Fort Worth-Arlington	2024	5337	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 1,891,295	\$ 1,513,036	\$ -	\$ 378,259	-
<b>Total</b>						<b>\$ 153,241,572</b>	<b>\$ 122,593,257</b>	<b>\$ -</b>	<b>\$ 30,648,315</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Denton County Transportation Authority FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
DENTON COUNTY TRANSPORTATION AUTHORITY	Dallas-Fort Worth-Arlington	2024	5307	CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	CAPITAL	\$ 1,764,533	\$ 705,813	\$ -	\$ 1,058,720	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 529,360	\$ 423,488	\$ -	\$ 105,872	-
<b>Total</b>						<b>\$ 2,293,893</b>	<b>\$ 1,129,301</b>	<b>\$ -</b>	<b>\$ 1,164,592</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals;  
 Frisco has requested its TDCs be transferred to DCTA for use on these projects in a future cycle

**Fort Worth Transportation Authority (Trinity Metro) FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 26,779,974	\$ 21,423,979	\$ -	\$ 5,355,995	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5307	PURCHASE OF SERVICE - MANSFIELD	CAPITAL	\$ 508,119	\$ 406,495	\$ -	\$ 101,624	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 3,054,975	\$ 2,443,980	\$ -	\$ 610,995	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 229,123	\$ 183,298	\$ -	\$ 45,825	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 485,678	\$ 388,542	\$ -	\$ 97,136	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 8,111,822	\$ 6,489,457	\$ -	\$ 1,622,365	-
FORT WORTH TRANSPORTATION AUTHORITY (TRINITY METRO)	Dallas-Fort Worth-Arlington	2024	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 2,503,005	\$ 2,127,554	\$ -	\$ 375,451	-
<b>Total</b>						<b>\$ 41,672,696</b>	<b>\$ 33,463,305</b>	<b>\$ -</b>	<b>\$ 8,209,391</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals



**Mesquite FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
MESQUITE	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 700,000	\$ 350,000	\$ -	\$ 350,000	-
<b>Total</b>						<b>\$ 700,000</b>	<b>\$ 350,000</b>	<b>\$ -</b>	<b>\$ 350,000</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**North Central Texas Council of Governments FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5307	PURCHASE REPLACEMENT VEHICLES**	CAPITAL	\$ 1,600,652	\$ 1,600,652	\$ -	\$ -	240,098
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 901,762	\$ 901,762	\$ -	\$ -	180,353
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5307	STRATEGIC PARTNERSHIP FUNDING	CAPITAL	\$ 1,838,556	\$ 1,838,556	\$ -	\$ -	367,712
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5307	GENERAL PLANNING	PLANNING	\$ 125,000	\$ 125,000	\$ -	\$ -	25,000
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5339	PROJECT ADMINISTRATION	CAPITAL	\$ 115,002	\$ 115,002	\$ -	\$ -	23,001
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Dallas-Fort Worth-Arlington	2024	5339	VEHICLE PROCUREMENT**	CAPITAL	\$ 613,349	\$ 613,349	\$ -	\$ -	92,003
<b>Total</b>						<b>\$ 6,096,083</b>	<b>\$ 6,096,083</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,108,520</b>

\*Metropolitan Planning Organization (MPO) Transportation Development Credits (TDCs) are not cash and do not count in funding totals  
 \*\*Funding is utilized to purchase vehicles for NCTCOG subrecipients

**Northeast Transportation Services FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
NORTHEAST TRANSPORTATION SERVICES	Dallas-Fort Worth-Arlington	2024	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 800,000	\$ 320,000	\$ -	\$ 480,000	-
					<b>Total</b>	<b>\$ 800,000</b>	<b>\$ 320,000</b>	<b>\$ -</b>	<b>\$ 480,000</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Public Transit Services FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
PUBLIC TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 214,864	\$ 107,432	\$ -	\$ 107,432	-
PUBLIC TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 60,000	\$ 60,000	\$ -	\$ -	12,000
PUBLIC TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 129,745	\$ 129,745	\$ -	\$ -	25,949
PUBLIC TRANSIT SERVICES	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 100,000	\$ 100,000	\$ -	\$ -	20,000
<b>Total</b>						<b>\$ 504,609</b>	<b>\$ 397,177</b>	<b>\$ -</b>	<b>\$ 107,432</b>	<b>57,949</b>

\*Small Transit Provider Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Span, Inc FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 744,058	\$ 372,029	\$ -	\$ 372,029	
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 380,000	\$ 380,000	\$ -	\$ -	76,000
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 240,000	\$ 240,000	\$ -	\$ -	48,000
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 40,000	\$ 40,000	\$ -	\$ -	8,000
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 112,020	\$ 112,020	\$ -	\$ -	22,404
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 30,000	\$ 30,000	\$ -	\$ -	6,000
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 10,000	\$ 10,000	\$ -	\$ -	2,000
SPAN, INC	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SUPPORT VEHICLES	CAPITAL	\$ 90,000	\$ 90,000	\$ -	\$ -	18,000
<b>Total</b>						<b>\$ 1,646,078</b>	<b>\$ 1,274,049</b>	<b>\$ -</b>	<b>\$ 372,029</b>	<b>180,404</b>

\*Small Transit Provider Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**STAR Transit FY2024 Program of Projects**  
**Dallas-Fort Worth-Arlington Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 3,330,288	\$ 1,665,144	\$ -	\$ 1,665,144	-
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 200,000	\$ 200,000	\$ -	\$ -	40,000
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 209,593	\$ 209,593	\$ -	\$ -	41,919
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 479,334	\$ 479,334	\$ -	\$ -	95,867
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 279,362	\$ 279,362	\$ -	\$ -	55,872
STAR TRANSIT	Dallas-Fort Worth-Arlington	2024	5307	ACQUISITION OF BUS SHELTERS	CAPITAL	\$ 10,000	\$ 10,000	\$ -	\$ -	2,000
<b>Total</b>						<b>\$ 4,508,577</b>	<b>\$ 2,843,433</b>	<b>\$ -</b>	<b>\$ 1,665,144</b>	<b>235,658</b>

\*Small Transit Provider Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**Denton County Transportation Authority FY2024 Program of Projects**

**McKinney-Frisco Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
DENTON COUNTY TRANSPORTATION AUTHORITY	McKinney-Frisco	2024	5307	CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	CAPITAL	\$ 5,027,728	\$ 2,011,091	\$ -	\$ 3,016,637	-
DENTON COUNTY TRANSPORTATION AUTHORITY	McKinney-Frisco	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 1,508,318	\$ 1,206,654	\$ -	\$ 301,664	-
<b>Total</b>						<b>\$ 6,536,046</b>	<b>\$ 3,217,745</b>	<b>\$ -</b>	<b>\$ 3,318,301</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals;  
 Frisco has requested its TDCs be transferred to DCTA for use on these projects in a future cycle

**North Central Texas Council of Governments FY2024 Program of Projects**

**McKinney-Frisco Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	McKinney-Frisco	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 42,229	\$ 42,229	\$ -	\$ -	8,446
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	McKinney-Frisco	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 42,228	\$ 42,228	\$ -	\$ -	8,446
<b>Total</b>						<b>\$ 84,457</b>	<b>\$ 84,457</b>	<b>\$ -</b>	<b>\$ -</b>	<b>16,892</b>

\*Metropolitan Planning Organization (MPO) Transportation Development Credits (TDCs) are not cash and do not count in funding totals



**Denton County Transportation Authority FY2024 Program of Projects**

**Denton-Lewisville Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5339	TRANSIT FACILITY MAINTENANCE AND REPAIRS	CAPITAL	\$ 267,722	\$ 214,177	\$ -	\$ 53,545	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5339	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 624,682	\$ 499,745	\$ -	\$ 124,937	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	SAFETY PROJECT	CAPITAL	\$ 103,645	\$ 82,916	\$ -	\$ 20,729	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 138,193	\$ 110,554	\$ -	\$ 27,639	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 1,361,194	\$ 1,088,955	\$ -	\$ 272,239	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	SYSTEM PREVENTATIVE MAINTENANCE	CAPITAL	\$ 1,250,000	\$ 1,000,000	\$ -	\$ 250,000	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 15,852,776	\$ 7,926,388	\$ -	\$ 7,926,388	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 800,866	\$ 680,736	\$ -	\$ 120,130	-
DENTON COUNTY TRANSPORTATION AUTHORITY	Denton-Lewisville	2024	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 4,466,002	\$ 3,572,801	\$ -	\$ 893,201	-
<b>Total</b>						<b>\$ 24,865,080</b>	<b>\$ 15,176,272</b>	<b>\$ -</b>	<b>\$ 9,688,808</b>	<b>-</b>

\*Transportation Development Credits (TDCs) are not cash and do not count in funding totals

**North Central Texas Council of Governments FY2024 Program of Projects**

**Denton-Lewisville Urbanized Area**

Agency	Urbanized Area	Fiscal Year	Funding Program	Project Description	Project Type	Total Cost	Federal Share	State Share	Local Share	TDCs*
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Denton-Lewisville	2024	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 82,915	\$ 82,915	\$ -	\$ -	16,583
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Denton-Lewisville	2024	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 82,915	\$ 82,915	\$ -	\$ -	16,583
<b>Total</b>						<b>\$ 165,830</b>	<b>\$ 165,830</b>	<b>\$ -</b>	<b>\$ -</b>	<b>33,166</b>

\*Metropolitan Planning Organization (MPO) Transportation Development Credits (TDCs) are not cash and do not count in funding totals

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE  
PROJECTS DURING COVID RECOVERY

August 2024

Michael Morris, P.E.  
Director of Transportation

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# TRAVEL BEHAVIOR BY MODE

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Managed Lanes (+24%, Jun)  
Airport Passengers (+18%, Jun)  
Toll Road (+13%, Apr)



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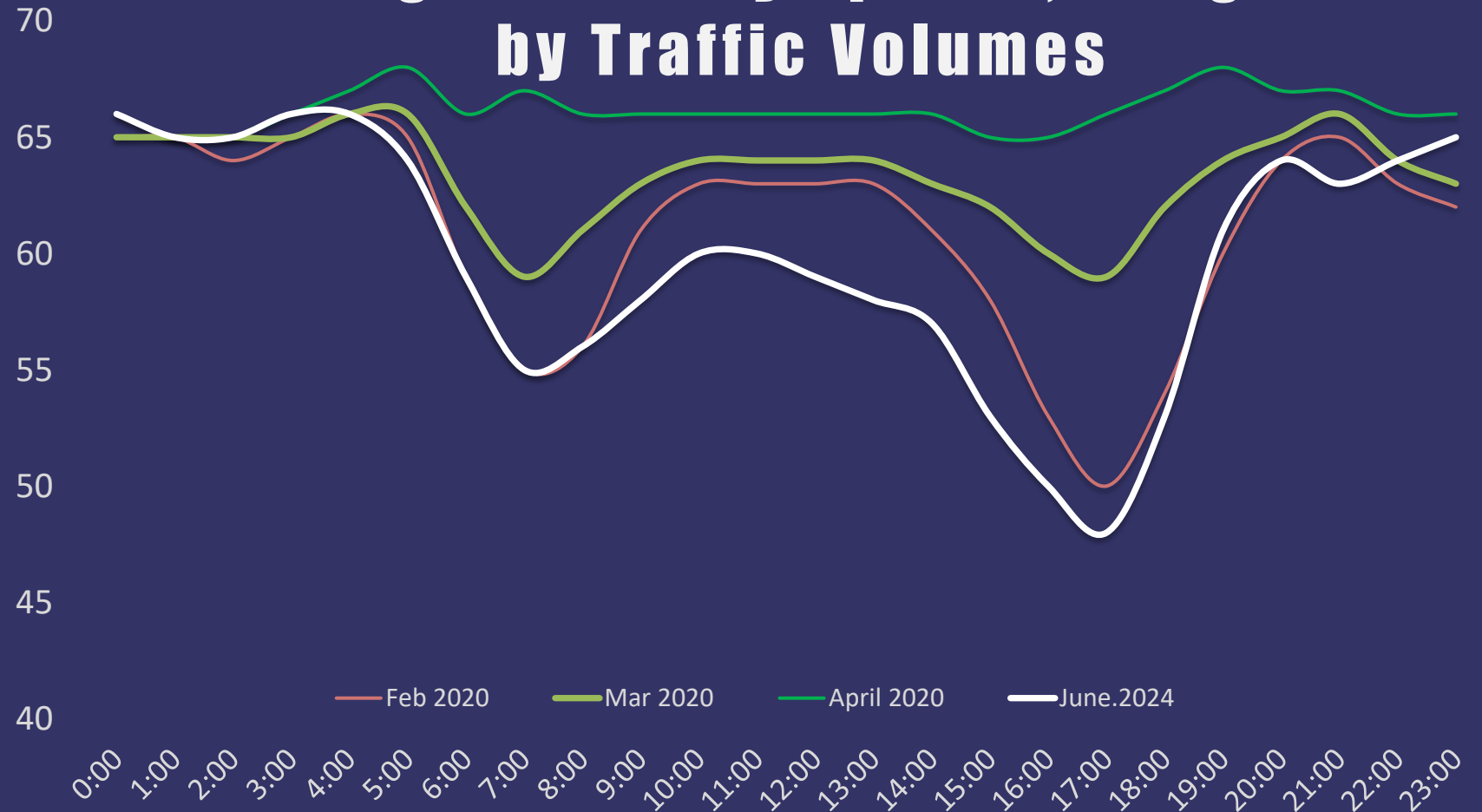
Transit Ridership (-23%, Jun)



# ROADWAY TRENDS

Regional Average  
Freeway Speeds

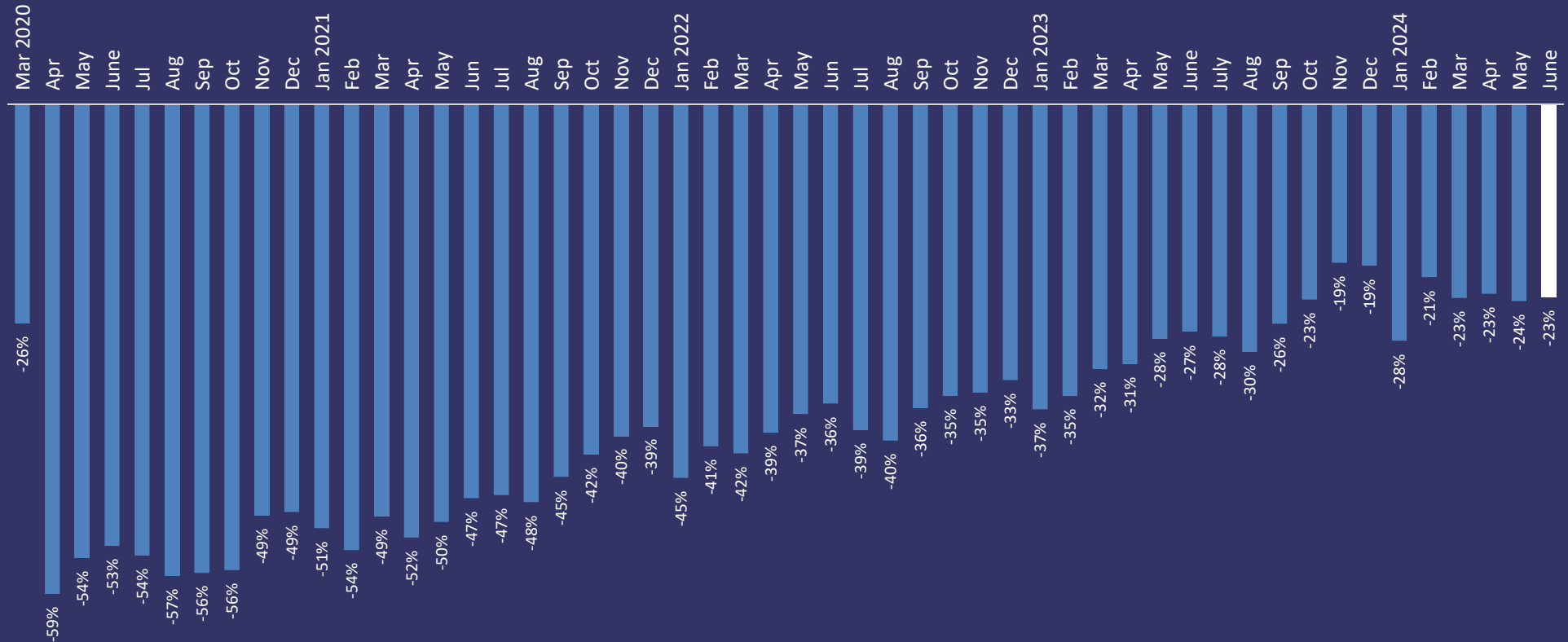
## Average Weekday Speeds, Weighted by Traffic Volumes



# TRANSIT IMPACTS

Weekday  
Ridership

## Passenger Decrease vs Baseline



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

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

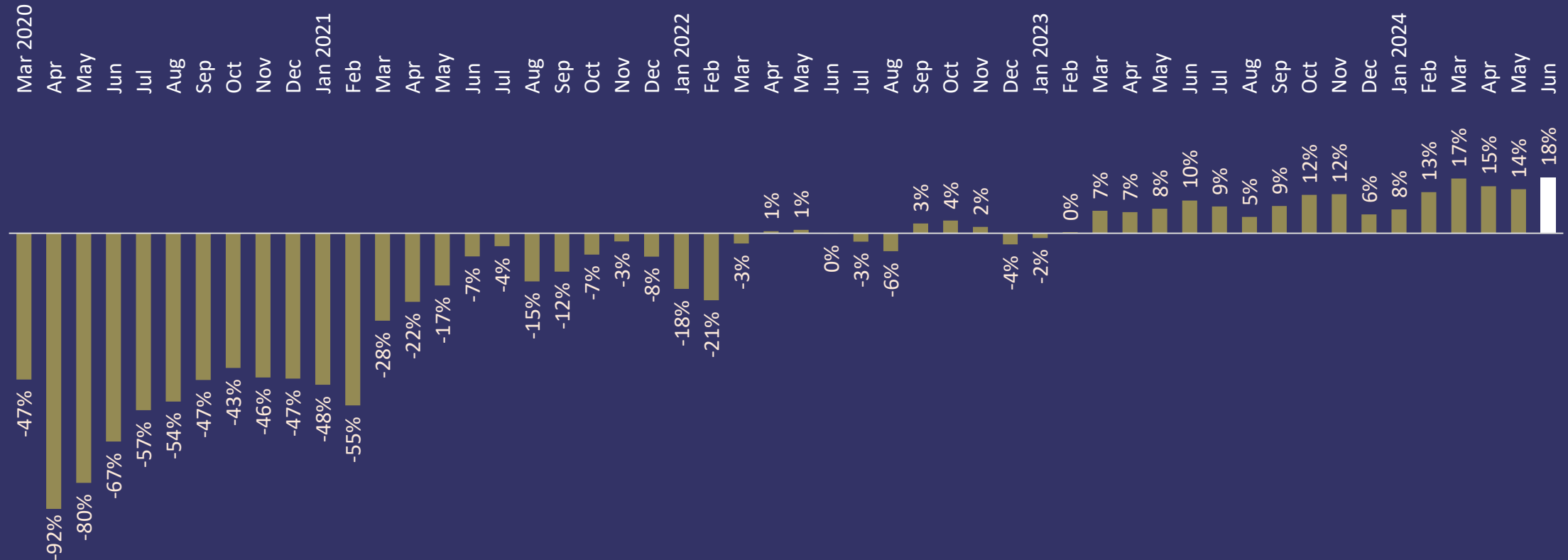
Note: Baseline is March 2019-February 2020.

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

# AIRPORT TRENDS

## Passengers

### Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

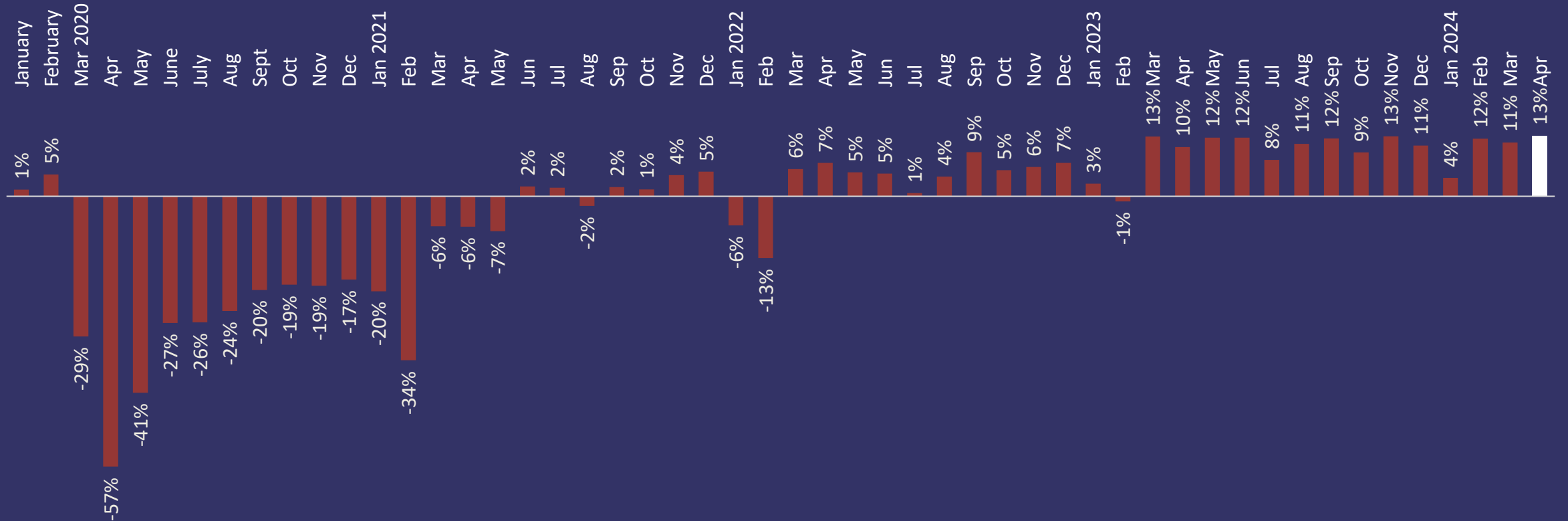
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

# FUNDING IMPACT

## NTTA Transactions

### Change in Tollway Transactions vs Baseline



Source: NTTA

Notes: Baseline is March 2019-February 2020.

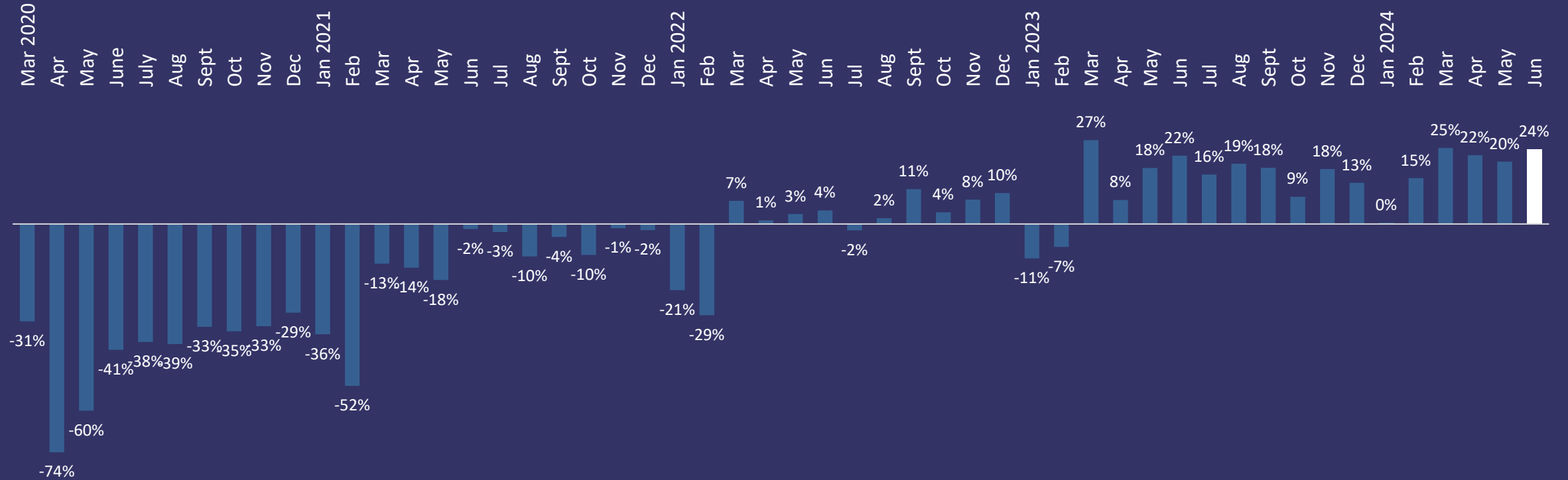
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.



# FUNDING IMPACT

## I-35E TEXpress Lane Transactions

### Change in Tollway Transactions vs Baseline



Source: Texas Department of Transportation

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

# Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies  McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey

# Regional Transit 2.0: Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities  Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies  McKinsey



North Central Texas Council of Governments

# Railroad Crossing Elimination Program 2024

Surface Transportation Technical Committee

Mike Johnson , Principal Transportation Planner | 08.23.2024

# Rail Crossing Elimination Program Overview

Applications due: September 23, 2024 (limit 3 per applicant)

## Program Purpose:

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

## Selection Criteria:

- Safety
- Climate Change and Sustainability
- Equity and Justice<sup>40</sup>
- Workforce Development, Job Quality, and Wealth Creation



# Rail Crossing Elimination Program Overview

## Project Eligibility:

1. *Grade separation (via bridge, tunnel, embankment, or combination thereof)*
2. Track relocation
3. Improvement or installation of protective devices, signals, and signs
4. Measures to improve safety related to a separation, closure, or track relocation project
5. Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions)
6. Planning/NEPA/Design/Construction (above projects)

## Applicant Eligibility (groups included):

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



# Rail Crossing Elimination Program Overview

## Funding Availability:

**Total Funding \$1,148,809,580**  
(FY2023 and 2024)

## Set-asides:

- Planning \$38.3 Million
- Rural or Tribal – \$229.3 Million
- Highway-Rail Grade Crossing Safety Information and Education Programs – \$3 Million

## Minimum/Maximum Award:

- **Minimum** – \$1 Million per Project (construction)
- **Maximum** – 80% of Cost per Project (construction)
- **Maximum per State** – \$229.8 Million



# Application Submittals

NCTCOG is working with Regional Partners to submit projects.

Crossing	Location	Railroad	Design Status	Funding Status	Submitting Agency	Implementing Agency
Prairie Creek Road	Dallas	UPRR	In Final Design	Partially Funded	City of Dallas	City of Dallas
Ennis Avenue/BUS 287	Ennis	UPRR	In Final Design	Partially Funded	NCTCOG	City of Ennis/ TxDOT
Bonds Ranch Road West	Fort Worth/ Tarrant County	BNSF/ UPRR	Conceptual	Partially Funded	Tarrant County	Tarrant County/ TxDOT





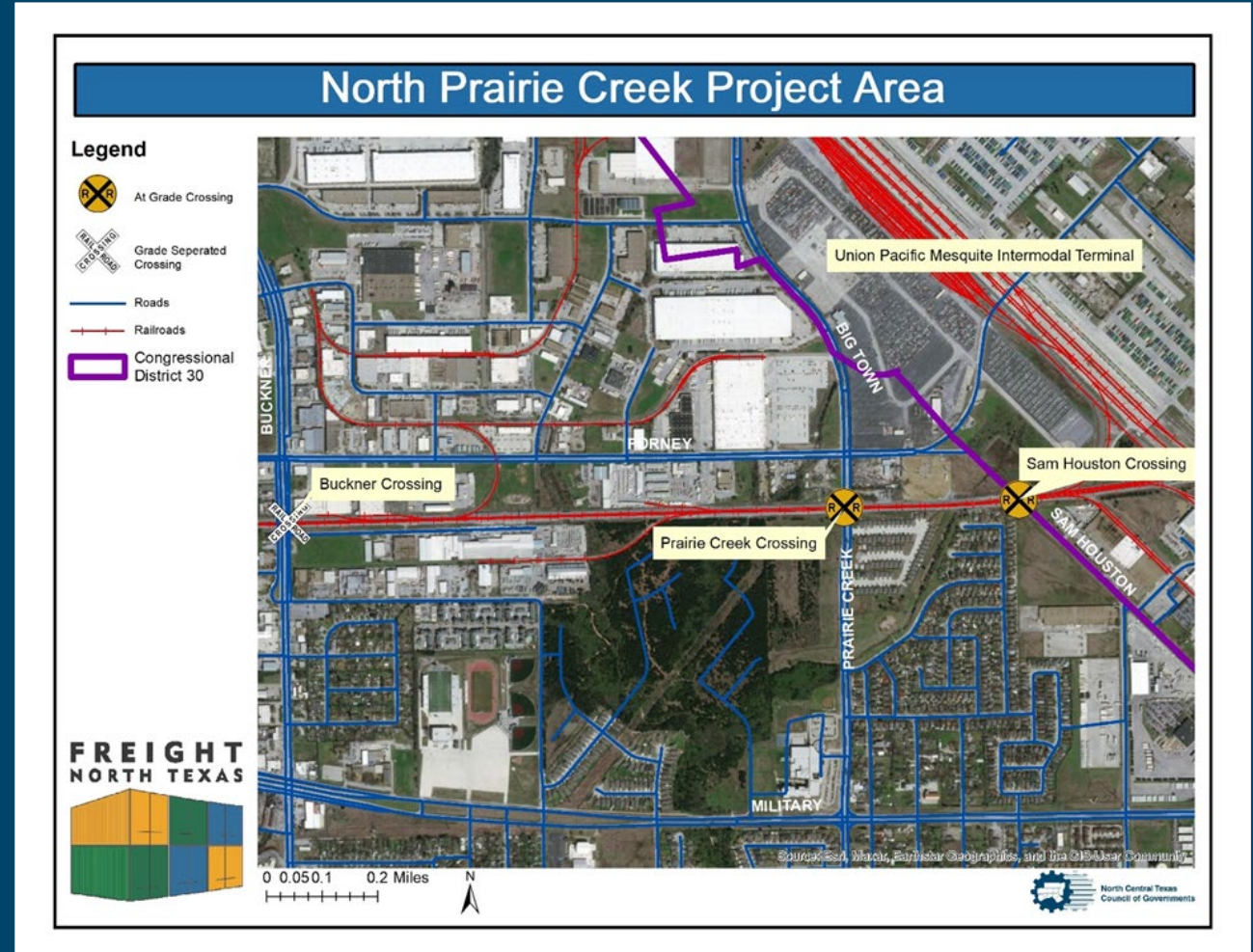
# Prairie Creek Road Application

## Project Overview:

- Located in Dallas, Texas
- Located near three schools (The Ann Richards STEAM Academy, a Dallas ISD middle school, and a Dallas ISD high school)
- Equity and safety are the top concerns at this project location

## Project Partners

- The City of Dallas is the implementing and submitting agency of the 2024 RCEP Grant
- NCTCOG, Dallas County, and UPRR are working with the City of Dallas as project partners



# Prairie Creek Road Application

Prairie Creek Road Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Dallas	Dallas County	UPRR*	Earmark	NCTCOG (CMAQ)	RCEP Grant Request	
\$9,450,590	\$3,241,000	\$1,500,000	\$1,602,360	\$5,322,653	<u>\$15,138,299</u>	\$36,254,902

\* Railroad contribution to be confirmed



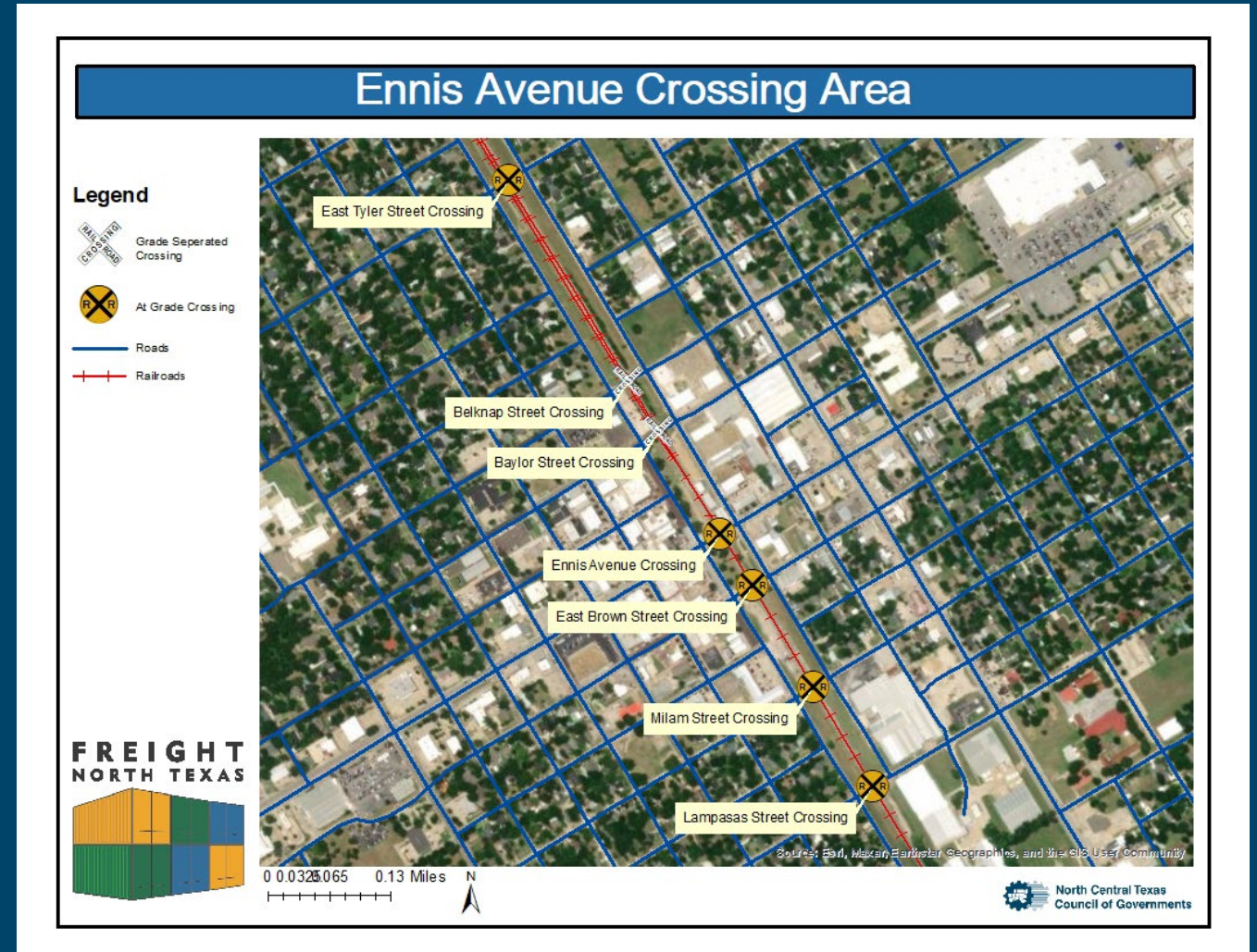
# Ennis Avenue Application

## Project Overview:

- Located in Ennis, Texas
- Located on US 287 Business/Ennis Avenue near downtown and several small businesses
- Equity and safety are the top concerns at this project location

## Project Partners

- The City of Ennis is the implementing and submitting agency of the 2024 RCEP Grant
- TxDOT, NCTCOG, and UPRR are working with the City of Ennis as project partners



# Ennis Avenue Application

Ennis Avenue Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Ennis	TxDOT	UPRR*	TxDOT (CAT 11)	NCTCOG (CAT 2 and STBG)**	RCEP Grant Request	
\$7,000,000	\$12,360,000	\$2,000,000	\$2,000,000	\$21,440,000	<u>\$20,000,000</u>	\$64,800,000

\* Railroad contribution to be confirmed

\*\* Includes \$5 million loan to be paid by City of Ennis



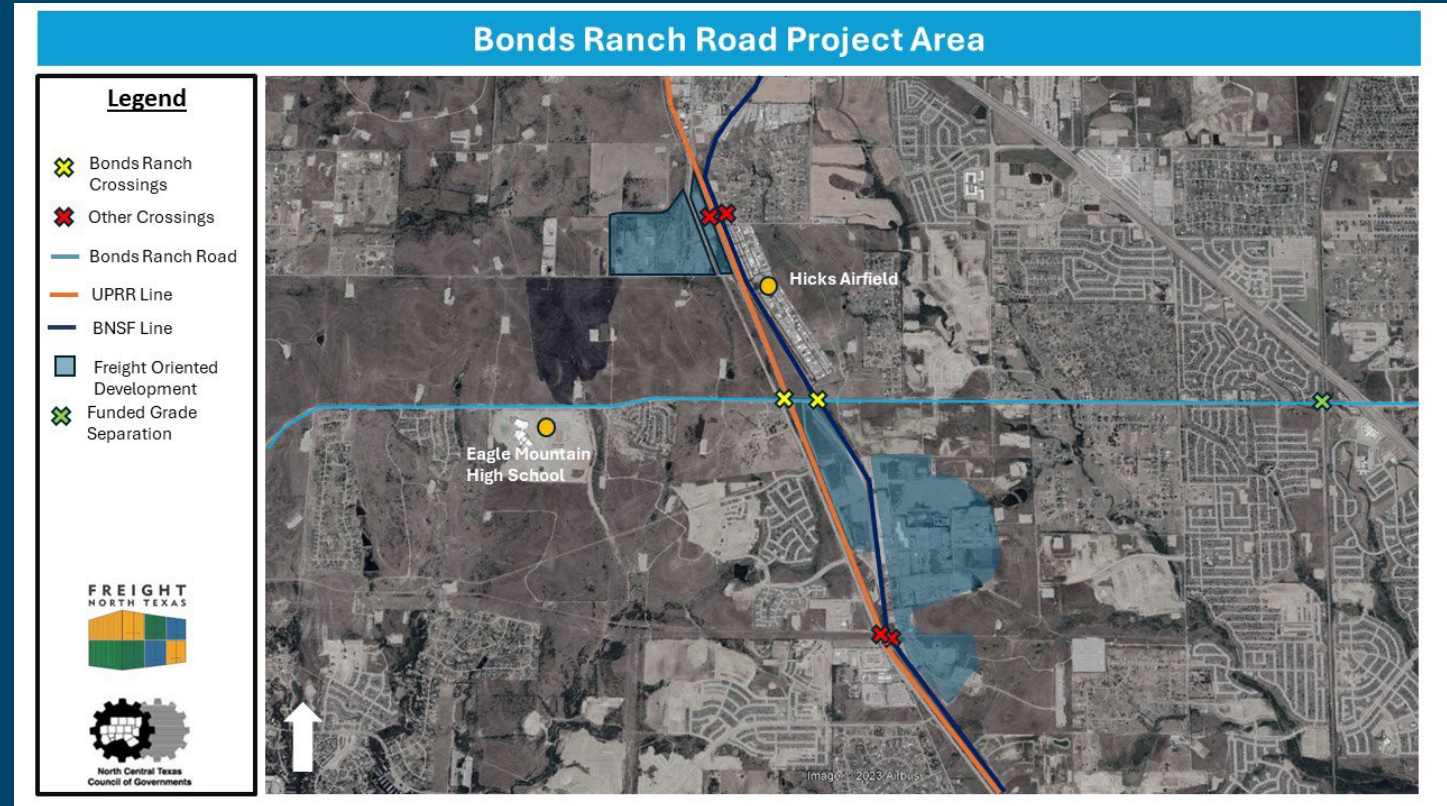
# Bonds Ranch Road West Application

## Project Overview:

- Located in Fort Worth, Texas
- Located on US 287 Business and Bonds Ranch Road near Hicks Airfield
- Safety and mobility are the top concerns at this project location

## Project Partners

- Tarrant County is the implementing and submitting agency of the 2024 RCEP Grant
- TxDOT, NCTCOG, the City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



# Bonds Ranch Road West Application

Bonds Ranch Road West Cost/Funding Status						
Non-Federal						Total Project Cost
City of Fort Worth	Tarrant County	TxDOT	Railroads*	NCTCOG (STBG)	RCEP Grant Request	
\$2,500,000	\$8,500,000	2,000,000	\$7,500,000	\$20,000,000	<u>\$15,500,000</u>	\$56,000,000

\* Railroad contribution to be confirmed



# RAILROAD CROSSING ELIMINATION PROGRAM—REQUESTED ACTION

## Request STTC approval of:

Submittal of *Ennis Avenue/Union Pacific Railroad Grade Separation Project* for funding consideration through the FY2023/2024 Railroad Crossing Elimination Program

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2023/2024 RCEP Grant award



# Rail Crossing Elimination Program Schedule

July 15, 2024

RCEP Notice of Funding Opportunity Released

*August 23, 2024*

*STTC Action Item*

September 12, 2024

RTC Action Item

September 23, 2024

RCEP Submittal Deadline

September 26, 2024

Executive Board Endorsement (Approval)





# CONTACT US



Dan Lamers, P.E.

Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org) | (817) 695-9263



Jeff Neal, PTP

Senior Program Manager

[jneal@nctcog.org](mailto:jneal@nctcog.org) | (817) 608-2345



Christie Gotti

Senior Program Manager

[cgotti@nctcog.org](mailto:cgotti@nctcog.org) | (817) 608-2338



Jeff Hathcock

Program Manager

[jhathcock@nctcog.org](mailto:jhathcock@nctcog.org) | 817-608-2354



Mike Johnson

Principal Transportation Planner

[mjohnson@nctcog.org](mailto:mjohnson@nctcog.org) | 817-695-9160



# Regional Transit 2.0: Policy Oversight ("Project Review Committee")

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		Primary	Secondary			
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# TOPICS FOR THE 2025 RTC LEGISLATIVE PROGRAM

## Adequately Fund Transportation

- Including Regional Transit 2.0 Funding Related Recommendations

## Utilize and Develop Tools

- Including Regional Transit 2.0 Non-Funding Related Recommendations (Land Use, Membership, Etc.)

## Expand Transportation Options

## Enhance Safety

## Pursue Innovation and Technology

## Improve Air Quality





**October 10, 2024**

RTC Legislative Program Presented as an Action Item



**September 12, 2024**

Draft RTC Legislative Program presented as an Information Item; Comments Requested



**November 5, 2024**

General Election for Federal, State, and County Offices



**November 11, 2024**

Bill Filing Begins for the 89<sup>th</sup> Texas Legislature



**January 14, 2025**

89<sup>th</sup> Legislature Convenes

# TIMELINE

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 89<sup>th</sup> Legislature. Action will be sought in October 2024.



# CONTACT US



Rebekah Gongora  
Program Manager  
[rgongora@nctcog.org](mailto:rgongora@nctcog.org)  
682-433-0477



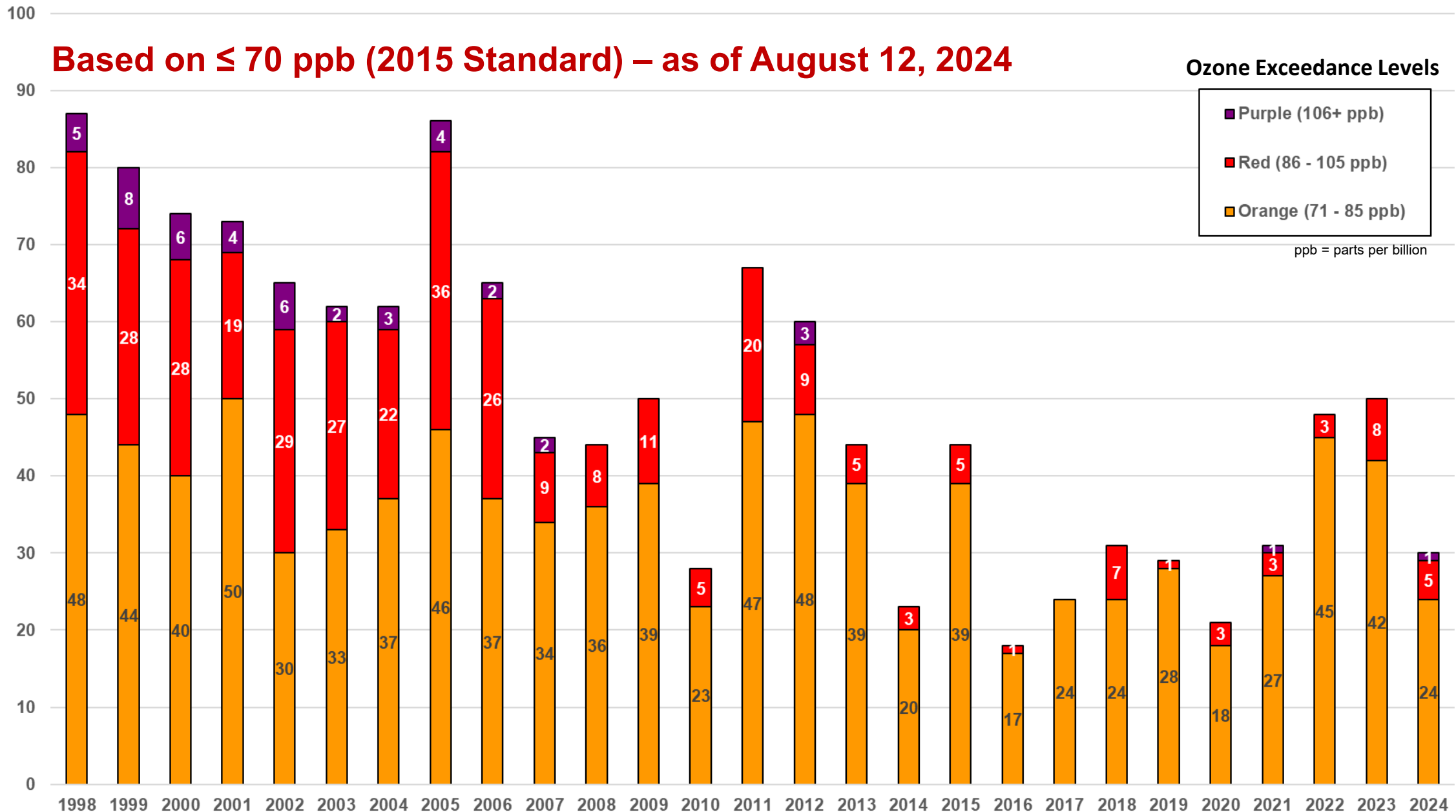
Nick Allen  
Communications Coordinator  
[nallen@nctcog.org](mailto:nallen@nctcog.org)  
817-704-5699

NCTCOG Legislative Updates: [www.nctcog.org/legislative](http://www.nctcog.org/legislative)



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

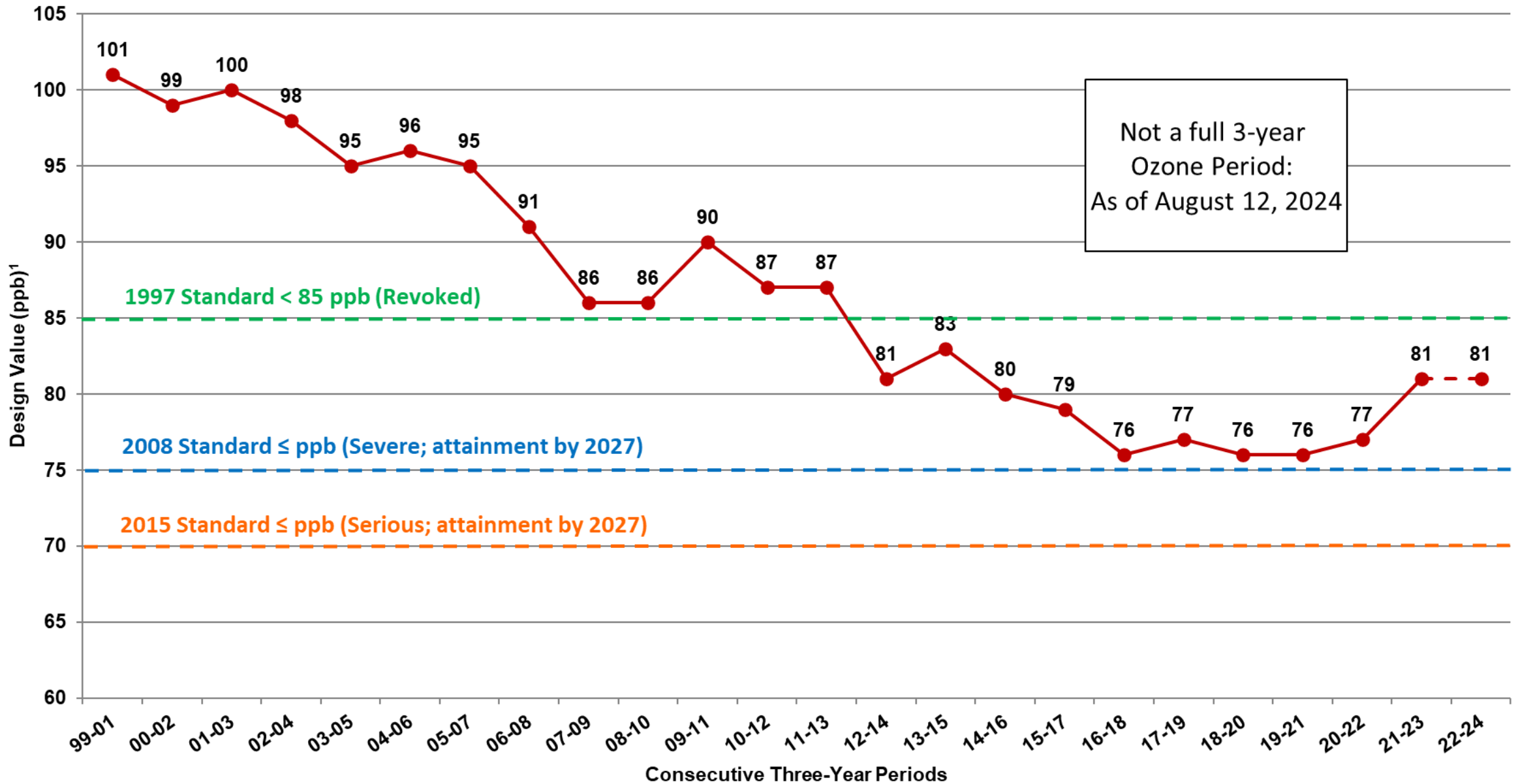
Based on  $\leq 70$  ppb (2015 Standard) – as of August 12, 2024



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

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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



# FOR MORE INFORMATION

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

**JENNY NARVAEZ**  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)  
817-608-2342

**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**ANALISA GARCIA**  
Air Quality Planner  
[agarcia@nctcog.org](mailto:agarcia@nctcog.org)  
817-695-9170

**DANIELA TOWER**  
Air Quality Planner  
[dtower@nctcog.org](mailto:dtower@nctcog.org)  
817-704-5629

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

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING****Regional 10-Year Plan Update****Access North Texas – 2026 Update****Transit Strategic Partnerships****Charging Smart****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, July 8, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogJuly24](http://www.publicinput.com/nctcogJuly24). Lori Clark, Senior Program Manager, moderated the meeting attended by 63 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:

- Regional 10-Year Plan Update – **presented by Cody Derrick**
- Access North Texas – 2026 Update – **presented by Evan Paret**
- Transit Strategic Partnerships – **presented by Zoe Aguilar**
- Charging Smart – **presented by Carolyn Burns**

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/nctcogJuly24](http://www.publicinput.com/nctcogJuly24).

**Summary of Presentations**

**Regional 10-Year Plan Update presentation:** <https://www.nctcog.org/getmedia/361ac88d-4de5-49ef-9e72-b059dd87e214/Regional-10-Year-Plan-Update-2024.pdf>

**2024 Regional 10-Year Plan Project List:** <https://www.nctcog.org/getmedia/8cf8fed4-2d5e-4d95-a922-15cdf9edcbfb/Regional-10-Year-Plan-Update-2024-Project-List.pdf>

**2024 Regional 10-Year Plan Let or Completed Projects:**  
<https://www.nctcog.org/getmedia/fc7664ba-9c9c-442c-a5ef-b247c2c9a558/Regional-10-Year-Plan-Update-2024-Let-and-Completed.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning methods. A Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by

NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

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

- Projects should be included in the Metropolitan Transportation Plan
- Focus on the “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes and toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2025 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

The RTC will take action on the Regional 10-Year Plan update on August 8, 2024, and the TTC will take action on the 2025 UTP in August 2024.

***Access North Texas – 2026 Update presentation:***

<https://www.nctcog.org/getmedia/d0b3a71e-b26f-464b-bd7b-ce6ddd9ddc3f/Access-North-Texas.pdf>

Access North Texas is a regional transportation plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. The plan meets federal and State requirements for transit coordination in 16 counties and includes specific strategies to address needs, eliminate gaps in service and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2022, and updates are required every four or five years. The 2026 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies and may be used to guide funding and project implementation decisions.

Access North Texas is currently in the public outreach phase, which will conclude in Spring 2025. For more information, visit [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org) or email [AccessNorthTexas@nctcog.org](mailto:AccessNorthTexas@nctcog.org).

***Transit Strategic Partnerships presentation:***

<https://www.nctcog.org/getmedia/66baa66b-88c4-429e-a586-d254d15b3874/Transit-Strategic-Partnerships-Program.pdf>

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits collaborating with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

The most recent cycle of project evaluations is nearing completion, and the Transportation Assistance Hub is one of the initiatives being considered for funding. NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through October 2024. Proposals will be reviewed, scored and selected in Winter 2024, and federal approval is expected in Fall 2025.

**Charging Smart presentation:**

<https://www.nctcog.org/getmedia/1992ad78-b9a3-4ca4-95d7-d80a978bc933/Charging-Smart.pdf>

NCTCOG invites cities to participate in the Charging Smart program developed by the Interstate Renewable Energy Council (IREC) and funded by the Department of Energy's (DOE) Vehicle Technologies Office. Charging Smart aims to achieve equitable electric vehicle (EV) readiness goals. This structured technical assistance and designation program supports local governments in streamlining the planning, permitting and inspection processes for deploying EV charging infrastructure. By adhering to the Justice 40 initiative, the program prioritizes serving disadvantaged and low-income communities.

In partnership with organizations like the Great Plains Institute, Rocky Mountain Institute, and various Clean Cities Coalitions, Charging Smart facilitates EV charging development on public properties. Key industry partners include Edison Electric Institute, EVgo, ChargePoint and Tesla. The program offers communities access to expert technical assistance at no cost and improves local government processes to save money and staff time.

Cities interested in participating will undergo a self-assessment, submit a commitment letter and receive a scorecard and consultation call to set goals. The program's framework includes actions organized into six categories: planning, regulation, utility engagement, education and incentives, government operations and shared mobility. Actions have corresponding point values, with additional points available for serving disadvantaged populations. Upon meeting prerequisites and accumulating sufficient points, cities can qualify for a Charging Smart designation.

Interested cities can join a cohort of peer participants by emailing [cleancities@nctcog.org](mailto:cleancities@nctcog.org). For more information, visit [www.dfwcleancities.org/charging-smart](http://www.dfwcleancities.org/charging-smart).

**COMMENTS RECEIVED DURING THE MEETING**

**Access North Texas**

**Phyllis Silver, Citizen**

- A. Plan updates

*Question:* Is it possible to obtain information about Access North Texas outside of the update period?

*Summary of response by Evan Paret:* We have a contact list t we encourage people to subscribe to. Additionally, on our webpage, we have previous versions of the plan available for you to review and provide additional feedback. For additional information on the current update to Access North Texas, you can contact the staff members included at the end of the presentation slides.

**Brenda Groom, Citizen**

- A. Micromobility

*Question:* What is the reasoning behind focusing on micromobility solutions outside of Dallas, such as the new Mansfield on-demand service expansion?

*Summary of response by Evan Paret:* When it comes to Access North Texas, it's just one of many tools that can be utilized by regional partners. When it comes to expanding access to transit services, a lot of it has to do with local government and transit agency collaborations. The plans can be used as a tool by those parties in the decision-making process, but overall, it doesn't directly result in the expansion of transit programs.

*Summary of response by Dora Kelly:* Micro transit is really a way to introduce transit to a specific area, but we also work very closely with local governments on their wants and needs. For example, Mansfield initiated expanding Via services. Our goal is to see more transit and have mass transit available everywhere, but it is up to the local governments to make those decisions.

*Summary of response by Lori Clark:* Dallas is a very large part of the region, but it's only one part. A lot of it comes down to what specific communities are asking for. NCTCOG is working on a Transit 2.0 initiative to assess how we can take transit to the next level throughout our entire transportation planning area. NCTCOG recognizes that having multiple transit authorities and different micro transit services makes for a complicated system. We want to make that system as seamless and efficient as possible for all users.

## **Charging Smart**

### **Brenda Groom, Citizen**

#### A. Air Quality initiatives

*Question:* What is the logic behind focusing on EVs to cut carbon emissions instead of incentivizing mass transit?

*Summary of response by Carolyn Burns:* NCTCOG does encourage the use of mass transit, but Charging Smart is a program funded by the Department of Energy (DOE) for improving local air quality.

*Summary of response by Lori Clark:* NCTCOG focuses on criteria air pollutants that are regulated by the Environmental Protection Agency (EPA). Our region violates EPA standards for ozone, mainly from fossil fuel combustion and fine particulate matter, whose sources in Dallas-Fort Worth are unclear but locally influenced. Climate and carbon issues are global pollutants. Electric vehicles can benefit the climate, especially with Texas' relatively clean power grid. As the grid improves, this benefit will grow. EVs also help local air quality by eliminating tailpipe pollution. NCTCOG supports public transportation, and our Mobility Plan emphasizes transit and alternative options like working from home, carpooling, biking and walking. For unavoidable trips, we advocate for the cleanest vehicles possible.

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

### **Email**

#### **Arthur Berwald**

Hello NCTCOG,

Below are a few of my concerns and comments to put on the agenda:

1. Have your organization take a trip to Sydney, Australia, Hong Kong, etc. where traffic has been greatly eased by their network of tunnels. Apply that approach here.
2. The cost of "rebuilding" is so expensive.... approve and build for the long term in the first place.
3. Investigate the issue of road noise. There are surface materials that can be used to minimize roadway noise. Insist that these surfaces are part of all plans for all new and rehab projects. Make roadways a good neighbor and not an earful.
4. The speed limit along I-635 access roads is 40 MPH in many places. Few drivers observe that limit. Install the "Your speed is" electronic warning signs to help "enforce" (make the drivers aware) the speed limit in these areas.

### **Website**

#### **Melva Grant, Citizen**

We need passenger trains and buses that run 24/7. We need to adopt a more stress relieving and climate friendly way to travel. Imagine not needing a car. We would have more disposable income and time. Imagine taking a nap, reading, or playing on your phone as you ride home after a long day's work or after a Ranger's win on a train or bus with unrestricted right of way that bypasses all the traffic.

#### **Karen Miller, Citizen**

On demand transportation for youth and young adults is needed in McKinney. There are some options - especially for disabled persons and economically disadvantaged. We need to get more of our east side citizens to jobs and community college. Is it realistic to expect expansion? Is McKinney limited due to low level (\$) of DART participation?

Could you provide a layman's summary of the current state of the 380 bypass in McKinney/Prosper?

#### **John W. Ford, Jr., Citizen**

All the people claiming they do not want more freeway lanes are the first to lament about traffic congestion. The reality is you have increasing density of population in the urban core, which means you must increase the carrying capacity of the roadways, especially freeways at all costs. It may not be fashionable or politically correct, but it is what is undisputedly necessary to maintain economic prosperity and mobility in the region that directly impacts resident's everyday quality of life. Roads are for vehicles. We do not live in a fantasy utopia where people can magically transport themselves across distances. We need roads with as much carrying capacity for vehicles as possible. Not bicycles, scooters, or other impediments to the flow of vehicular traffic. Those are recreational devices for use outside of thoroughfares.

#### **Bob, Citizen**

1. Install bike lanes that are separate from roads. Safer and much better. 2. The entrance ramp shoulders on I 35E going north from the Bush Turnpike into Lewisville have loads of trash on both sides. This needs to be cleaned up. Some of the shoulders cannot be used due to the trash. The trash has been there for what seems like years!

**Debbie, Citizen**

We need busses and passenger trains not more freeways and tollways. When roads are widened, it just adds more cars rather than helps the environment or the people.

**Scott Cooper, Citizen**

Include bike lanes where possible to decrease car traffic, road wear and environmental effects. Biking provides a better way to commute, run errands, and exercise, improving the health and mobility of our residents.

**David Pyke, Citizen**

Don't rebuild any more interchanges. TxDOT always makes them worse. You spend billions and we get nothing. Begin to adjust your thinking that more lanes does not solve traffic issues.

**Erin Moore, Citizen**

I would really like to see a more robust transit system. We have to drive to where we want to walk. It would be useful to do what Harris did about 5 years ago and throw away the hub and spoke systems and create a reliable, 15 minute corner-to-corner, bus to rail, rail to air system. This in conjunction with the new EV infrastructure could significantly help our air quality non-attainment. Monitors are good but solutions are better.

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

July 2024 Public Input Opportunity  
North Central Texas Council of Governments

Attachment 1

10-Year Plan Cost/Revenue Matrix for Eastern Subregion  
(TxDOT - Dallas District) Let or Completed Projects  
FY 2017 - FY 2024

Pages 7 + 10 - Comments

TIP Codes 11618.2 + 11619.1 The Mobility Assistance Patrol  
Sounds like a wise and worthwhile project.

10-Year Plan Cost/Revenue Matrix for the Eastern  
Subregion (TxDOT - Dallas District) - Planned Projects  
FY 2025 - FY 2034

Page 4 - Question

TIP Code 55304 - what does "improved weaving  
and lane balance" mean?

Page 10 of 2

Phyllis Silver  
Phyllis Silver  
7/29/2024



# July 2024 Public Input Opportunity

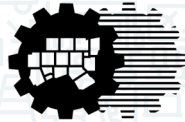
## Access North Tapa 2026 Update

### Comments/Questions

Updates are made every 4 years with the next one being in 2026. I would still like to explore what opportunities if any, there are for potential riders to learn of additional services being added during that 4 year interval. Is there some way to obtain interim updates?

I went to a shared (library) computer to look at the survey. I would have liked it if the survey did not require name and other identifying information. Personally, I do not have an immediate need for accessing public transportation options other than DART. However in case of injury and long-term when I may need alternatives, it would be helpful to have complete information during periods between updates. Also, I would like other riders who are currently in need of options to have access to all available alternatives. (Now I notice on page 3 of the booklet that there is a website for 2018 and 2022 updates. I did not view this on the computer) I would like to know if there are running updates that occur continuously, as some options may be removed and others added during 2024, 2025, and in 2026 prior to publication of the updated booklet.

Phyllis Silver  
7/29/2024



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING SEPTEMBER 9, 2024 • 12 P.M.

## HOW TO PARTICIPATE

**In Person:** 616 Six Flags Drive  
Arlington, Texas 72616

**Online:** [publicinput.com/nctcogSept24](https://publicinput.com/nctcogSept24)

**Via Phone:** Dial 855-925-2801  
then code 10502

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:  
[www.arlingtontx.gov/ondemand](https://www.arlingtontx.gov/ondemand).



**@NCTCOGTRANS**

## PUBLIC COMMENTS REPORT

### WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

#### Purpose

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

This document is a compilation of general public comments submitted from Thursday, June 20 through Friday, July 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality and roadways 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 40 new comments related to bicycle and pedestrian, roadway, and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Air Quality

#### Email –

##### **1. Tamecia Bradshaw**

Good morning, I want to know how I can apply for vehicle repairs or vouchers?

#### **Response by NCTCOG Transportation Staff:**

Hi Tamecia, Thank you for reaching out to us this morning regarding vehicle assistance. Unfortunately, there is currently no program available to assist with vehicle repair or replacement at this time. We did have a voucher program, perhaps the one you are referring to, the AirCheckTexas Program. That program hasn't operated since 2019 because of a veto by the Governor. However, below are a few resources that may be able to assist you with your vehicle.

If you are unable to pass an emissions test, there is a Department of Public Safety Waiver Station that exists to help motorists who are unable to pass the annual vehicle emissions test. An emissions testing waiver or a time extension defers the need for full compliance with the vehicle emissions standards of the vehicle emissions I/M program for a specified period of time after a vehicle fails an emissions test. Applications for emissions testing waivers and time extensions shall be accepted by the DPS. The motorist may apply once each annual testing cycle for the Low Mileage Waiver, Individual Vehicle Waiver, and Parts Availability Time Extension:

<https://www.dps.texas.gov/section/vehicle-inspection/waivers-and-time-extensions>

Additionally, the Cross Timbers Church in Denton has a program that repairs vehicles free of charge. The program opens twice a year and is by application only. They will be open for applications again in the fall. More information can be found here: <https://crosstimberschurch.org/fixmyride/>

Also, the following chart provides guidance on possible engine issues based on color of smoke exiting from the tailpipe. Please let us know if we can assist you further and thank you again for your email this morning.

Common Causes of Vehicle Smoke		
Gasoline Engines		
Color of Smoke	Diagnosis	Probable Causes
White	Coolant or water leaking into combustion chamber	<ul style="list-style-type: none"> <li>• Bad head gasket</li> <li>• Cracked block or cylinder head</li> </ul>
Blue	Engine oil being burned	<ul style="list-style-type: none"> <li>• Oil leaking in combustion chamber</li> <li>• Worn piston rings, valves, or cylinders</li> <li>• Bad camshaft timing/rod</li> <li>• Bad head gasket</li> </ul>
Black or Gray	Incomplete fuel combustion	<ul style="list-style-type: none"> <li>• Clogged air filter</li> <li>• Carburetor, choke, fuel injection or emission system malfunction</li> <li>• Ignition timing off</li> <li>• Low compression due to engine wear</li> </ul>
Diesel Engines		
Color of Smoke	Diagnosis	Probable Causes
White	Incomplete air/fuel mixture	<ul style="list-style-type: none"> <li>• Faulty fuel injection system</li> <li>• Incorrect fuel injection and valve timing</li> <li>• Engine overheating</li> <li>• Faulty fuel pump and/or injection pump</li> </ul>
Blue	Engine oil being burned	<ul style="list-style-type: none"> <li>• Excess engine oil</li> <li>• Worn piston rings, valves or cylinders</li> </ul>
Black or Gray	Incomplete fuel combustion	<ul style="list-style-type: none"> <li>• Damaged air filter</li> <li>• Faulty fuel injection system</li> <li>• Clogged air filter</li> <li>• Wrong grade of fuel</li> <li>• Incorrect fuel injection pump timing</li> <li>• Engine overheating</li> <li>• Low compression ratio</li> </ul>

### Facebook –

1. Here's the weekend #AirQuality forecast for DFW:

Saturday, June 22: Ozone (yellow)

Sunday, June 23: Ozone (orange)\*

Monday, June 24: Ozone (yellow)

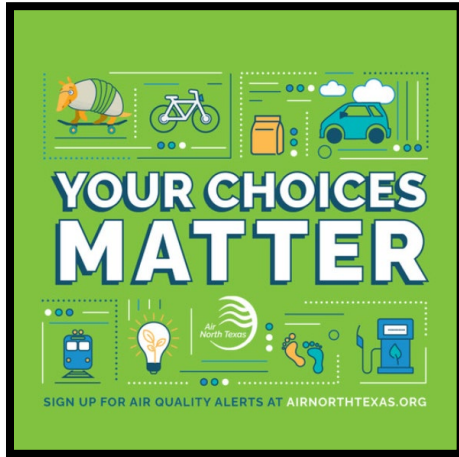
\*Level Orange is unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity.

To learn more and sign up for Air Pollution Alerts, visit [AirNorthTexas.org](http://AirNorthTexas.org) — NCTCOG Transportation Department



The highway system in NT is messed up beyond hope of EVER being efficient! It takes so long to get the work done that it is obsolete before it is HALF finished and the congestion caused by the construction creates more air pollution! Jus' sayin'! — Michael Brussow

2. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Your primary goal is to blame me — Dennis Zahradnik

3. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



How does signing up for air quality alerts improve North Texas air quality? The citizens can't improve the emissions allowed by TCEQ. — Terri White

Terri White .... It only helps if you are willing to suspend your life when those alerts are issued. — Randy Fischer

Democrats cause all the pollution in north tx — Dennis Zahradnik

No, they don't. As if any of you government spenders care what any taxpayer has to say.... Your "environmental, green" lie has been sucking taxpayers dry for years.... — Tricia Bouvette Lukaska

Liars — Tricia Bouvette Lukaska

It's amazing how the folks who have the big houses and big yards and pools and AC and all those little gas powered toys are the biggest supporters of the climate change hoax. Scale down YOUR carbon footprint before you tell me to scale down my carbon footprint. — Randy Fischer

4. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Maybe stop supporting sprawl with giant car-only roads through ranch land? The outside lane for all those 6 lane arterials should be a shaded multi-modal path instead. That would improve our air quality. — Pam Thompson

Don't worry you have the best up there go 5:00 am and check out the trinity river for clean air just take a look and smell of that fresh aroma — David Williams

Sure woulda been nice if we woulda invested more in mass transit than fancy overpasses — Sharyn Wisdom

5. Ozone Action Day – Ozone in the DFW area Friday, July 12, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOG Transportation Department



Please fix our service road on I-20 between Mile Marker 409 to 410... in Parker County! We need a bridge over the train track to help alleviate the amount of traffic on I 20! — Hegre Eric

**Twitter –**

1. Ozone Action Day – Ozone in the DFW area Wednesday, July 10, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOGTransportation (@NCTCOGtrans)



Back to more Orange Armadillo days here locally. — Bojo Pigeon (@BojoPigeon)

2. North Texas reports more poor air quality days to date than all of 2023 — Fort Worth Report (@FortWorthReport)



Carpool if you can,” says Jenny Narvaez, #TRBvolunteer and #AirQuality program manager for the @NCTCOGtrans. “In our area, people don’t really have a choice. They have to drive.” — TRB (@NASEMTRB)

**Alternative Fuel Vehicles**

**Facebook –**

1. Congratulations to Fort Worth ISD for receiving a grant from the U.S. Environmental Protection Agency’s Clean School Bus program for new electric school buses! — NCTCOG

## Transportation Department



Dumb. Should convert to CNG. — Wm Atkins

Congratulations NCTCOG Transportation Department for the valuable service of sharing that news. — Rob Dentremont

## **Bicycle/Pedestrian/Sustainable Development**

### **Facebook –**

1. The North Central Texas Council of Governments is holding a pre-application meeting on July 17 from 1 - 3 pm to provide information on the Blue-Green-Grey proposal process, schedule, and submittal guidelines. The meeting will be held in person at NCTCOG with a virtual option available. For more info and to sign up visit <https://nctcog.org/trans/plan/land-use/green-infrastructure> — NCTCOG Transportation Department



“NCTCOG promotes the planning and construction of green or sustainable infrastructure in the region to help reduce carbon emissions, mitigate urban heat islands, reduce pollution from stormwater runoff, and provide health benefits to communities.” Except for at your home office in Arlington, the largest city in the U.S. without mass transit. How



about a little “leadership by example, NCTCOG Transportation Department? — Rob Dentremont

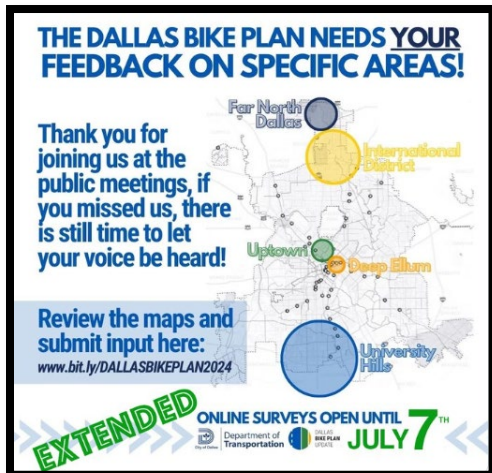
2. Help the League of American Bicyclists gain a better understanding of local bicyclists’ experiences and perceptions of bicycling in XYZ. Take this survey today! <https://bit.ly/4bL8Zgs> — NCTCOG Transportation Department



The League of American Bicyclists gets full credit for the sad state of biking in the United States. Bunch of Washington D.C. bureaucrats who don’t even ride bikes, else their profiles would be front and center on their website. Don’t believe them phonies like the phony NCTCOG Transportation Department does! — Rob Dentremont

**Twitter –**

1. You still have time! #DallasBikePlan surveys are open through July 7. Review maps, share your insights, and tell your neighbors! #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



2. On Friday (July 5), our crews turned on the city’s first bike signals at Abrams Road and Gaston Avenue. These signals reduce conflicts between cyclists and drivers and are important for our #VisionZero goal of eliminating traffic deaths. #DallasBikePlan #DFWTraffic #dallastraffic

— Dallas Department of Transportation (@DDOTransport)



How many deaths is this intersection responsible for ? I never see cyclists on this road. They stay on the Santa Fe trail. — Morris Wanchuk (@MoeWanchuk)

I agree. Not too many cyclists on Gaston as the route can be achieved by SFT. A few feet over on Abrams and Richmond might be better. Where there is a bike lane at Richmond and Abrams. And people get confused how to take a right turn across a bike lane. — JohnnyBot 🙌 👍 (@Johnyalamo)

### Instagram –

1. Tomorrow is @nctcogtrans monthly regional transportation council meeting at 1 p.m. Virtual link will be on Linktree. The Transportation Department at NCTCOG serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The MPO works closely with regional, state and federal partners to plan and recommend transportation projects that will improve mobility and encourage more efficient land use, all while minimizing the impact on the region's air quality. #urbanism #dart #trinitymetro #texrail — Walkable Fort Worth (@walkablefortworth)

REGIONAL TRANSPORTATION COUNCIL 2024 SCHEDULE OF MEETINGS (Second Thursday, 1:00 pm)
January 11, 2024
February 8, 2024
March 14, 2024 <sup>1</sup>
April 11, 2024
May 9, 2024
June 13, 2024
July 11, 2024
August 8, 2024 <sup>2</sup>
September 12, 2024
October 10, 2024 <sup>3</sup>
November 14, 2024 <sup>4</sup>
December 12, 2024

Dates are subject to change.

<sup>1</sup> The 2024 National League of Cities Congressional City Conference is scheduled for March 11 - 13 and does not conflict with the RTC meeting schedule.

<sup>2</sup> This meeting date may coincide with the annual Irving Transportation Investment Summit.

<sup>3</sup> The 2024 Texas Municipal League Annual Conference and Exhibition is scheduled for October 9 - 11 and does conflict with the RTC meeting schedule, the Chair will consider the dates.

<sup>4</sup> The National League of Cities 2024 City Summit is scheduled for November 16 - 18 and does not conflict with the RTC meeting schedule.

## High-Speed Transportation

### Twitter –

1. Who needs Big D? New high-speed rail plan would bypass Dallas for @cityofArlington @cityofFortWorth connection. @NCTCOG\_Official @NCTCOGtrans — Robert Francis (@RobertF1414)



### Other

### Instagram –

1. @unt Nonprofit Leadership Studies and Urban Planning here are some great career opportunities @untnlisa @cupa\_unt @untcareercenter @unthps @atx.meliyah @prspurpose @nctcogtrans — UNT Public Administration (@unt.public.administration)

**Job Posting**

Looking for a... Interested Person(s)

To work as a.. Program Coordinator

For the company.. PRS: Portfolio Resident Services

Located in... Denton, Texas

How to apply!  
Find the link to apply below!  
portfolio-resident-services-inc.gnahiring.com/  
job/810975/program-coordinator

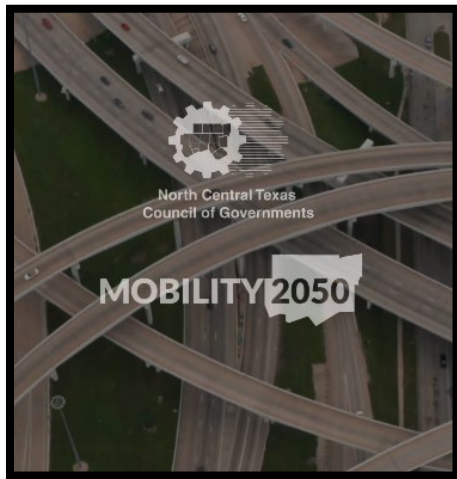
t.public.administration UNT COLLEGE OF PUBLIC SERVICES Department of Administration

## Public Involvement

### Instagram –

1. Meet Gigi, our Program Manager for Transit Mobility Management in the Sustainable Development team. She grew up in DFW and is passionate about improving access to employment opportunities, healthcare and social services to improve the quality of life in her hometown and beyond. View other People Behind the Plan at [nctcog.org/peoplebehindtheplan](http://nctcog.org/peoplebehindtheplan)

#Transportation #DFW #Mobility2050 — NCTCOG Transportation (@nctcogtrans)

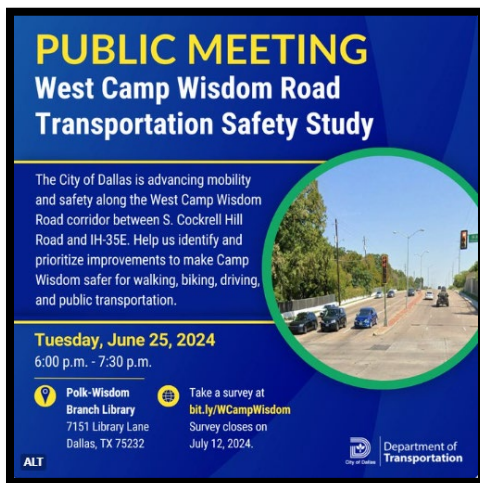


So proud of her 🙌! Strides were needed and this lady is making it happen. — Maria Salazar (@pita2us)

## Roadways

### Twitter –

1. 🚧 We want your input! Come join us on Tuesday (6/25) for a public meeting on transportation safety along Camp Wisdom Road in #Dallas. Take our survey! #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



2. Bluff Springs Rd. is getting safer. ✅ New data shows a 58% drop in vehicles exceeding the speed limit by 10+ mph since #VisionZero upgrades. Upgrades include: 🚲 Protected bikeways 🚶 Pedestrian crossing islands 🚌 Upgraded bus stops 🚦 New signals & street lighting

coming soon — ATX Transportation and Public Works (@austinmobility)



@MayorMattie @NCTCOGtrans let's take notes! — DCbyLonghorn (@WMATASoldier)

3. North Texas is one of the fastest-growing regions in the country, adding more than 1 million residents every 7 years. @NCTCOGtrans expects that more corridors will become significantly congested by 2045. Planners say that means they have to think beyond highway expansions. 5/6 — Laura Fingal-Surma is at Edge Esmeralda ✨ (@urbanistvc)

Swyft Cities has been working with the North Central Texas Council of Governments to identify potential sites. The company chose North Texas because of an @NCTCOGtrans program that looks to attract new transit technology to the region and connect them with local governments. 6/6 — Laura Fingal-Surma is at Edge Esmeralda ✨ (@urbanistvc)

4. A simple bollard could have saved this man's life. Instead, we give free rein to cars. How fast do you have to be driving to even do that? How is this possible? — DCbyLonghorn (@WMATASoldier)



@NCTCOGtrans @LewisvilleTexas @TxDOTDallas Road design killed this person. — DCbyLonghorn (@WMATASoldier)

**Instagram –**

1. SHARE YOUR FEEDBACK! Take the first Access Butler Place Plan community survey today to shape future transportation, infrastructure, and mobility priorities across the Central Area, which includes Downtown Fort Worth, Butler Place, and the United Riverside. Visit [www.AccessButlerPlacePlan.com](http://www.AccessButlerPlacePlan.com) to learn how to get involved throughout the process and to learn more about the planning goals across the Central Area! #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT — Access Butler Place Plan (@accessbutlerplaceplan)

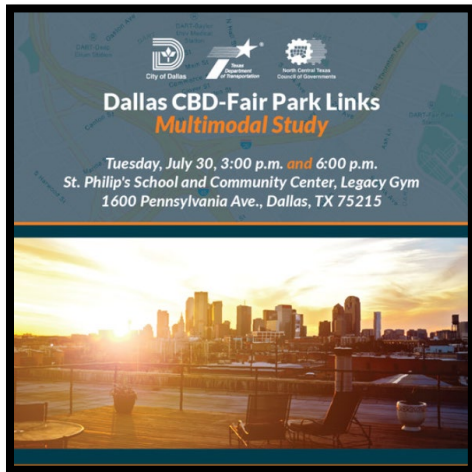


2. On June 11, Public Works in partnership with @nctcogtrans (NCTCOG), hosted a new two-day construction inspection training seminar for City employees and North Central Texas Council of Governments representatives, with more than 70 attendees from 22 different local municipalities in attendance. The session featured speakers from the City of Dallas and attendees learned about a variety of in-depth construction inspection topics including traffic control planning, materials testing, construction material calculations, and effective communication. — City of Dallas (@dallascityhall)



**Facebook –**

1. Your input is needed! Join us for one of two Fair Park Links Public Meetings on July 30. — NCTCOG Transportation Department



Tabitha Wheeler-Reagan — Jay McGee

Jay McGee thank you. I recieved it earlier from PUD and sent it to the Neighborhood Association. — Tabitha Wheeler-Reagan

Where is 345? — Velma Collins

## **Email –**

### **1. Marcus Wood**

I received the below email yesterday sent by the frustrated residents of Kleberg (Dallas District 8) to Dr. Leslie Feinglas, Assistant Superintendent of Partnerships & Strategic Initiatives for Mesquite ISD. Although MISD is trying hard to educate the children of Henrie Elementary School, everything else is stacked against the children and their parents including the danger to children going to and from school. Because Manufactured Houses are “owned personal property housing” set on “rented pads” this causes the area to not rate as an Equity Priority Area for Dallas Public Works Projects even when there is severe poverty of minorities, many of whom are not fluent in English.

Lasater Road remains a “Failure State” 2-lane country asphalt road although it has been classified as a Primary 6-lanes divided Arterial in Dallas for over thirty years. The Dallas 2024 Bond Program includes funds for “resurfacing” the 2-lanes sometime in the next how many years. And more than 600 additional mobile homes are set to be added on two vacant Dallas MH zoned acreages accessible only by Lasater Road.

Because Lasater Road and Lawson Road (called West Lawson or Belt Line Extension in Dallas) consist of pieces in various cities (Balch Springs, Mesquite, Dallas, Seagoville) or none (Dallas County section adjoining Balch Springs), I suggest these roads might best be described as “orphans.” NCTCOG/RTC need to adopt both – and while doing so add E. Simonds Road in Seagoville since Lasater and Simonds connect. The two pdf files describe the overall situation (Attachments 1 and 2). Additionally COG, Dallas, and MISD need to work together and take emergency actions to provide safe travel for the students of all grades that use these roads. Please note I am submitting this also as an official comment to the currently open Unified

Planning Work Program for FY2024 and FY2025 (until July 9th) "NCTCOG Online Public Input Opportunity." (See information posted at [publicinput.com/nctcogJune24](https://publicinput.com/nctcogJune24))

I suggest NCTCOG and RTC have simply overlooked the conditions and needs of this area. Please take action to remediate that now.

Dear Dr. Leslie Feinglas,

My name is David Carranza, and I am the president of the Kleberg Neighborhood Association & Crime Watch. Our organization is a volunteer group committed to building community and maintaining a beautiful, safe, and enjoyable neighborhood.

Our goals include:

- Maintaining and improving property values within our community.
- Providing safety and security through Crime Watch and Volunteers in Patrol (VIP).
- Upkeeping current and creating new beautification projects in the neighborhood.
- Enforcing city ordinances and code requirements as regulated by the City of Dallas.
- Cooperating with City Officials and City Hall on issues affecting our community.
- Communicating information to neighbors via email newsletters and social media.
- Connecting neighbors and encouraging input on ways to improve and enhance the neighborhood.

We are very concerned about the area around Dr. Linda Henrie Elementary School, located at 253 W. Lawson Rd, which lies in the city of Dallas. Parents of children who attend this school have expressed concerns about the traffic and lack of infrastructure in this area, which they believe is unsafe for their children.

We have had meetings with District 8 City Councilman Tennell Atkins and Planning Commissioner Lorie Blair, requesting that they not allow new developments until the area receives wider roads, a stoplight, and sidewalks for the children. Unfortunately, the development was still approved.

In March, we sent a letter (Attachment 3) outlining our concerns to Mayor Eric Johnson, all 14 City Council Representatives, and the City Manager's Office, but we did not receive a response.

We believe this is a critical issue and hope that Mesquite ISD shares our concerns. Therefore, we are reaching out to invite you to join us in our efforts to make Dr. Linda Henrie Elementary School a safer environment for the children.

We were unsure who would be the best person to contact within Mesquite ISD, but we felt that you would be an appropriate choice given your leadership role.

Please read the attached letter and let us know if you would be interested in working with us to address this important issue.

We look forward to hearing from you.

## **2. Jessica Ramirez**

Dear Council of Governments,



I am writing to express my serious concern regarding the safety of residents of Yes Communities who commonly bike and walk to the newly opened gas station located at 5065 Lawson Rd. Mesquite, TX 75181. The current conditions of the roads and lack of necessary infrastructure pose significant dangers to the City of Dallas pedestrians and cyclists.

The primary issues that need immediate attention are:

- **Absence of Traffic Lights:** The roads leading to the gas station have no traffic lights, making it exceedingly dangerous for residents, especially during peak traffic hours. This lack of traffic control increases the risk of accidents.
- **Lack of Bike Lane Access:** There are no designated bike lanes on the roads to the gas station. This forces cyclists to share the road with vehicles, which is particularly hazardous given the narrow and poorly maintained roads.
- **Poor Road Conditions:** The roads are in bad condition, with numerous potholes and uneven surfaces. These conditions make it difficult for both pedestrians and cyclists to travel safely.
- **Increased Traffic Volume:** Since the opening of the gas station, traffic volume has significantly increased, exacerbating the safety issues for non-motorized road users.

These conditions are not only inconvenient but also pose a serious risk to the safety and wellbeing of our community members. Many residents rely on biking and walking as their primary

means of transportation, and the current infrastructure fails to support their safety needs.

I kindly request the Council of Governments to take the following actions:

- Install traffic lights at critical intersections leading to the gas station.
- Develop and implement designated bike lanes or sidewalks on these roads.
- Repair and maintain the roads to ensure they are safe for all users.
- Conduct a traffic safety assessment to identify further necessary improvements.

Addressing these concerns promptly will significantly enhance the safety and quality of life for the residents of Yes Communities and surrounding mobile home communities. I urge you to consider this matter with the urgency it deserves and to take the necessary steps to protect our community members.

Thank you for your attention to this pressing issue. I look forward to your prompt response and to seeing positive changes implemented in my area.

### **RTC/STTC/Executive Board**

#### **RTC –**

Please see Attachment 4 for comments submitted during the RTC meeting on July 11, 2024.

#### **Email –**

##### **1. Paul McManus**

Hello, I watched the recording of the RTC meeting held on Thursday (June 13), and I just wanted to say that I'm pleased that both the NCTCOG Transportation Dept. and the RTC as a whole governing body will continue to move forward on the Dallas-to-Fort Worth High-Speed Rail (HSR) project. The implementation of the HSR corridor is absolutely critical toward reducing car traffic, road congestion and air pollution, as well as providing a terrific transportation option given the current growth in the region and population projections through at least 2050. Thanks

so much for all of the great work that NCTCOG Transportation Dept. staff and the RTC do to improve mobility throughout north Texas!

## 2. Matt James

Hi, we need modern passenger rail (both local and intercity) on par with Europe and Japan. Looking to other countries for solutions is the best idea. We can't let the evil NIMBY [REDACTED] get in the way of progress. It's obvious that she joined the RTC just to sabotage passenger rail with her stupid NIMBY crap. [REDACTED] is the biggest threat to transport improvements in the region. We must defy her and ignore her complaints at all costs. Better yet, you should remove her from all public offices. Please read this article for more info:

<https://texasrailadvocates.org/post/new-high-speed-rail-bypass-of-downtown-dallas-explained-at-regional-transportation-meeting>

We must stand up to the evil NIMBY [REDACTED], call her out on her pro-highway/anti-train hypocrisy, and refuse to listen to her garbage. [REDACTED] has been a thorn in the side of us transit advocates and urbanists for too long. We must defy her and build world-class passenger rail anyway, including elevated high-speed rail in the best location downtown to induce high train ridership demand. [REDACTED] is also a corrupt crook who should be indicted for taking bribes from oil billionaires, which she has. [REDACTED] took billions in bribes from a greedy developer tied to the fossil fuel industry to kill all future elevated rail projects in Dallas, but the hypocrite [REDACTED] is perfectly fine with elevated highways. Never mind that highways are much uglier and generate much worse noise than trains any day. [REDACTED]

[REDACTED] It's time we say enough of her and ignore all her complaints and criticism! An even better idea is to remove her from office.

Below is a wonderful article that highlights the importance of building modern passenger rail in North America: <https://reecemartin.ca/2024/07/09/why-having-few-modern-railways-is-going-to-throw-the-brakes-on-for-north-america/>

### Facebook –

1. The Regional Transportation Council will begin at 1 PM today! Watch the meeting live at <https://bit.ly/3SOQrWo> — NCTCOG Transportation Department



Please fix our service road on I-20 between Mile Marker 409 to 410... in Parker County! We need a bridge over the train track to help alleviate the amount of traffic on I 20! — Hegre Eric

No toll roads in Parker County — Hegre Eric

Good Day Weatherford 95.5 The Coyote Txdot District Office, Waco,Tx — Hegre Eric

## Transit

### Twitter –

1. @dartmedia wants to raise rider fares, especially for local transit, as they eliminate the least costly option. DART has GREATLY increased their revenue in the last 5 yrs. Guess they want more \$ for exec bonuses from transit-dependent riders. 🙄 @NCTCOGtrans @TxDOT @FTA\_DOT — Cara Mendelsohn 🟦 (@caraathome)

Day Pass	\$4.00	\$7.00	\$10.00	\$2.00	Day Pass	\$5.00	\$10.00
7-Day Pass	\$20.00	\$35.00	\$50.00	--	7-Day Pass	\$25.00	\$50.00
Monthly Pass	\$65.00	\$100.00	\$120.00	\$32.00	Monthly Pass	\$80.00	\$160.00
Annual Pass	\$650.00	\$1,000.00	\$1,200.00	\$384.00	Annual Pass	\$800.00	\$1,600.00
Corporate (Normal SL)	\$312.00	\$480.00	\$576.00	--	Mid-day 5-Hr. Pass	\$1.75*	\$3.50*
Corporate (High SL)	\$468.00	\$720.00	\$864.00	--	Reduced 2-Hr. Pass	\$1.25**	\$2.50**
					Corporate (Single SL)	\$600.00	\$1,200.00

\*\* Available to Senior Citizens with valid DART Photo ID only  
 LOCAL – Good on DART trains and Local buses, FLEX Service along the fixed route  
 SYSTEM – Good on all DART trains and buses, including FLEX and DART On Call, Triply Railway Express

(\*) These passes would be valid between 9:30 a.m. and 2:30 p.m. Monday through Friday only  
 (\*\*) These passes would be valid between 9:30 a.m. and 2:30 p.m. and after 7 p.m. weekdays and all day Saturday and Sundays to eligible Reduced riders.  
 SYSTEM – Good on all DART trains and buses, including FLEX and DART On Call, Triply Railway Express

### Facebook –

1. North Texas comes together this week to celebrate Independence Day. Avoid traffic and parking and let your red, white and blue fly at these DARTable Fourth of July events. Read more: <https://bit.ly/4cxErA8> #DARTable — Dallas Area Rapid Transit (Official DART page)



No DART for you though, huh NCTCOG Transportation Department, you chose to locate your office in Arlington, largest city in the United States with no mass transit. No biking for you, either, apparently not even carpooling. Way to lead not by example! — Rob Dentremont

### Email –

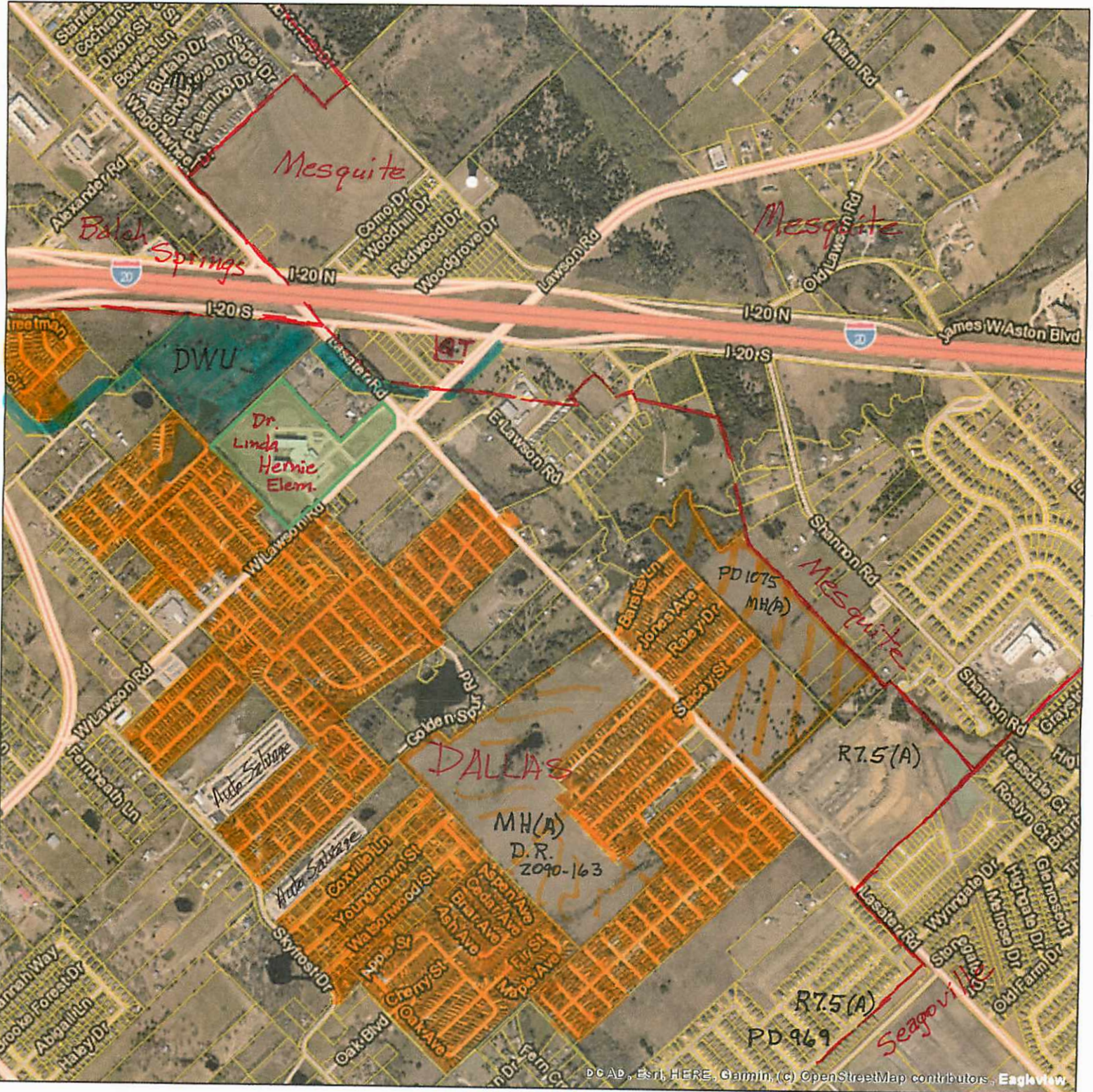
1. Mary Starnes

We need more bus service and other transportation services available in Lake Worth! We live outside of the zone for any transportation services.

# LASATER-W. LAWSON-S. BELT LINE

Date of copy: 4/7/2024

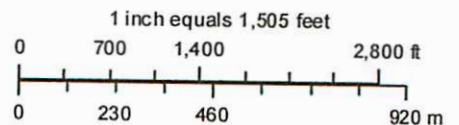
DCAD Tax Account: 008837000C0010000



This product is for **INFORMATIONAL** purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



Dallas Central Appraisal District  
2949 N Stemmons Freeway  
Dallas, TX 75247-6195  
(214) 631-1342  
www.dallascad.org

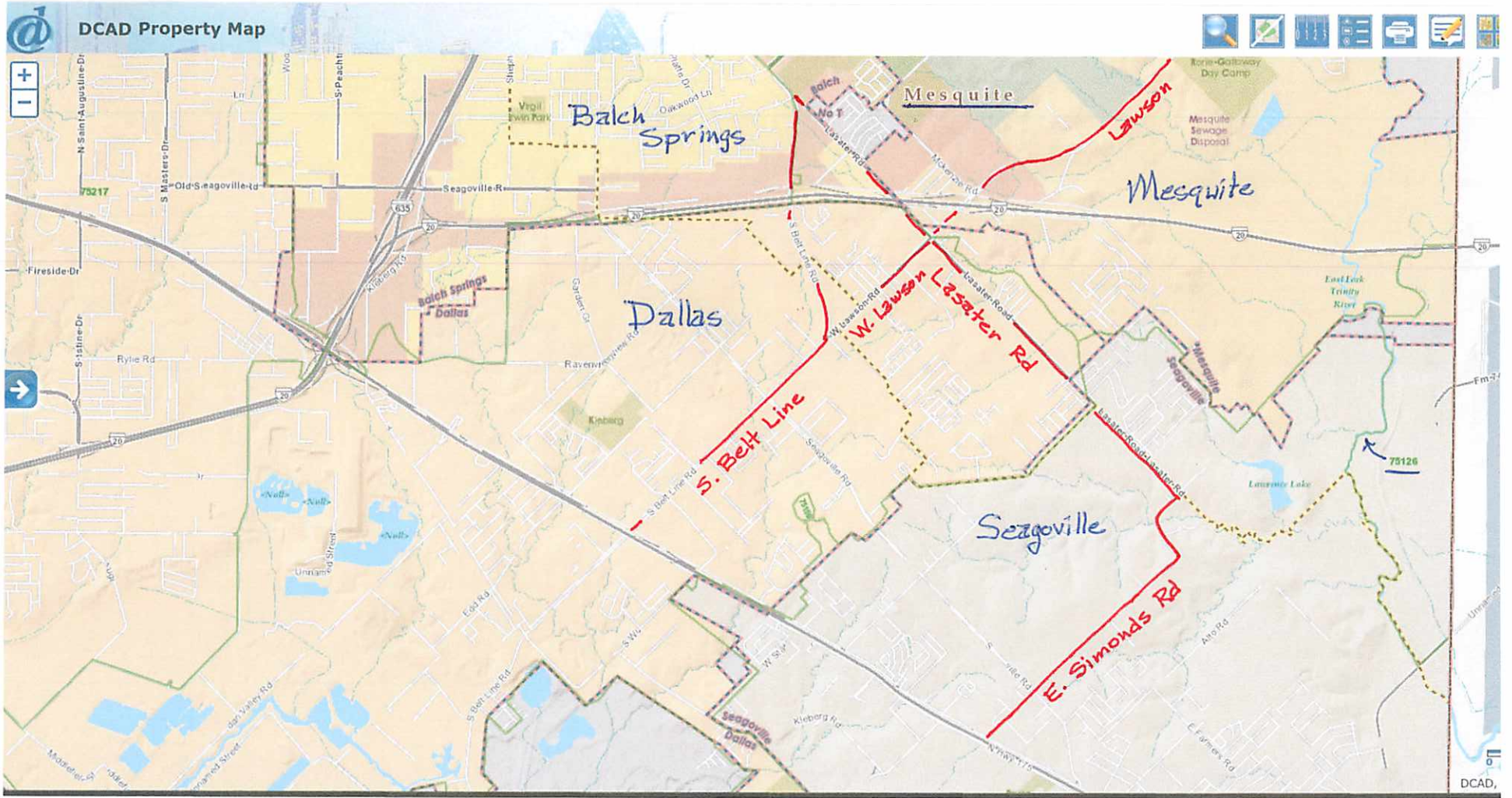




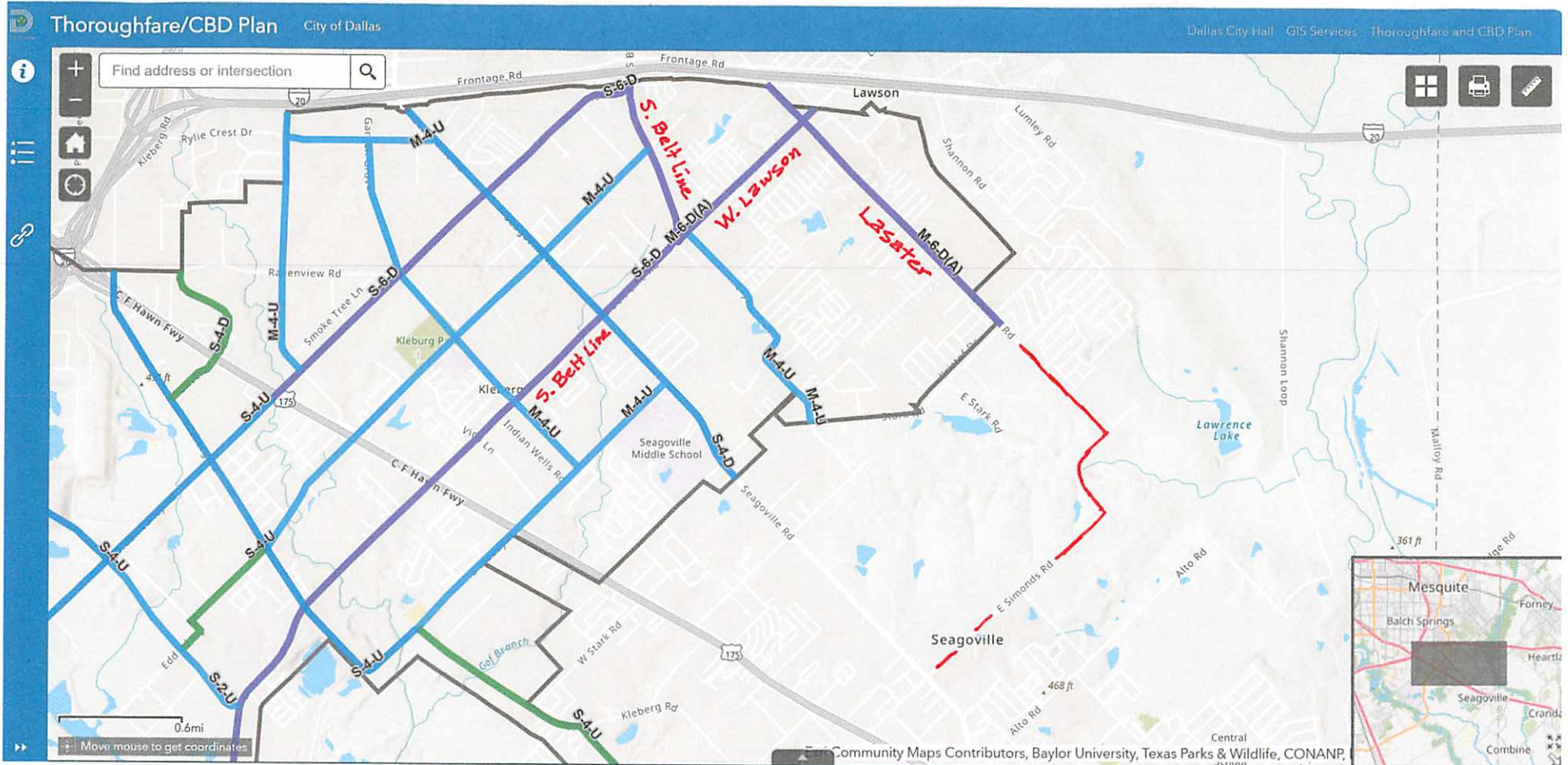
DCAD Property Map

□ Dr. Linda Henrie Elem. School (MISD)





CITY LIMITS



S = Standard Width 107'

M = Minimum Width 90'

6 = No. of Lanes

D = Divided

Lasater = PA Principal Arterial

W. Lawson = PA Principal Arterial



FY2024 and FY2025

*Unified Planning Work Program*

*for Regional Transportation Planning*



Transportation Department  
North Central Texas Council of Governments

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11650.1	TRANSPORTATION TECHNICAL SUPPORT; 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
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

- Identification of needed transportation solutions along the entire corridor;
- Identification of transportation solutions to be processed as Transportation Improvement Program recommendations for engineering and construction; and
- Development of a communications plan for the City of Dallas, Dallas County, TxDOT, the North Texas Tollway Authority, Southwest Airlines, and public entities/citizens.

### 5.03 Land-Use/Transportation Initiatives


This subtask is ongoing throughout both FY2024 and FY2025. Work will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, and Bicycle/Pedestrian Planning, Safety, and Engineering Initiatives.

#### Sustainable Development Initiatives

##### General Land Use and Transportation Coordination

##### *Transportation Planning Funds*

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2024 and FY2025 include:



**SUSTAINABLE DEVELOPMENT IS NOT:**

- connected to the Agenda 21 Movement; nor
- an avenue to promote United Nations Policies; nor
- a challenge to, or restriction of, property rights of landowners.

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, education and training regarding transportation and land-use planning best practices, form-based code review, school siting and safe routes to school, curb lane management, parking, housing and transportation analysis, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, transportation and sustainable stormwater projects and practices, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- Technical assistance to local governments and Independent School Districts (ISD's) for school siting in relation to transportation infrastructure;
- Coordination with NCTCOG's Environment and Development-related programs;
- Practical tools and planning support for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Planning Task Force;

- Analysis of the impacts of mixed-use developments on travel patterns and congestion compared to conventional single-use development; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

### Increasing Safe and Accessible Transportation Options

#### *Transportation Planning Funds*

During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

#### *Other Funding Sources*

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land-banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing passthrough construction dollars are conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001 when the RTC selected the first Land-Use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

Exhibit VI-1 contains the listing of the Sustainable Development infrastructure and land-banking projects still underway. The funds are used to provide:

- Road construction, sidewalks, pedestrian amenities, bike trails, etc.

**EXHIBIT VI-1**  
**Sustainable Development Projects**

Project Name	Type	Funding Source
Dallas Collective	Infrastructure	RTR/STBG/TDCs
Dallas-Lake Highlands Transit-Oriented Development Town Center	Infrastructure	RTC Local/Local
Irving Heritage District	Land banking	RTC Local/Local
Crowley Main Street	Infrastructure	CMAQ/STBG/Local
Ennis UPRR Safety Zone	Infrastructure	CMAQ/STBG/Local
Irving SH 356/Irving Boulevard	Infrastructure	CMAQ/STBG/Local
Lewisville College Street	Infrastructure	CMAQ/STBG/Local/TDCs
DCTA Intermodal Transit Center	Infrastructure	CMAQ/STBG/TDCs

The 2001 and 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation with staff monitoring project progress. Utilizing Regional Transportation Council Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure and land-banking projects. Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits (TDCs), staff will oversee the implementation of the 2009-2010 infrastructure projects that may be assigned that are project/corridor specific. Regional Transportation Council Local funds will also be used to identify and support the development of future funding opportunities for Sustainable Development initiatives. Anticipated products during FY2024 and FY2025 include:

- Implementation and tracking of infrastructure and land-banking projects which include invoice, progress report, and schedule review; and project sponsor meetings;
- Project tracking and technical assistance to local governments developing Sustainable Development projects;
- Work scopes for plan procurements and consultant selection;
- In-house studies on land use/transportation and sustainability/livability topics of regional benefit;
- Coordination on growth and demographics;
- Training opportunities on regional land use/transportation and sustainability/livability topics of benefit to stakeholders;
- Collection of data as needed, and development and tracking of regional performance measures for reporting to stakeholders and elected officials; and
- Development and assistance in identifying funding programs and grants for regional sustainability/livability initiatives.

## Community Schools and Transportation

### *Other Funding Sources*

During FY2024 and FY2025, staff will coordinate with various local cities, counties, independent school districts, and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school location siting. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Anticipated products include:

- Development of Safe Routes to School plans, training, and education information, as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools, and assistance in reviewing roadway and active transportation projects impacting schools and analysis of potential school sites;
- Various maps and route analysis for specific safety or access projects;
- Training opportunities for technical staff and elected officials;
- Coordination meetings between independent school districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of a Safe Routes to School Plan for the City of Richardson and provision of resources for larger-scale planning by City staff; and
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

### → Safe Routes to Schools in Lower-Income Communities

#### *Transportation Planning Funds*

During FY2024, data will be collected, and areas of concern evaluated related to school safety in lower-income and underserved communities. Contributing factors will be examined and transportation policies reviewed. This information will be developed into a best practice that can be shared with local governments and Independent School Districts (ISDs) and expanded in the future for additional areas of concern. University assistance will be utilized. Anticipated products include:

- Summary of sites studied; and
- Best practice guide on the process and policies to enhance safety around schools in low-income communities.

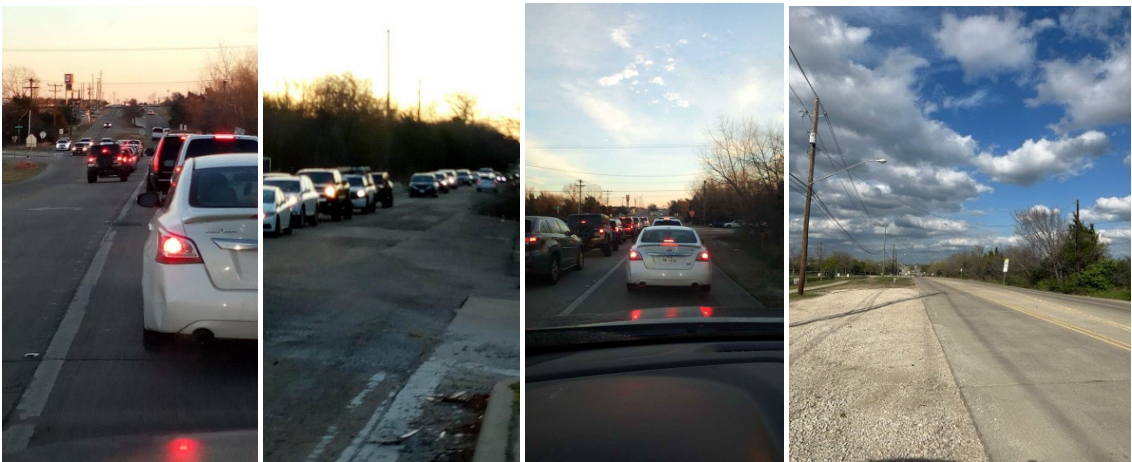
Dear Mayor, City Council & Staff of City of Dallas,

March 25, 2024

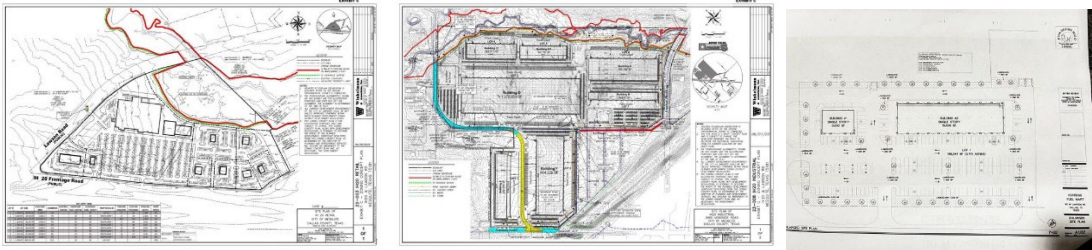
The Kleberg Neighborhood Association is writing to you all to please reconsider [ENZ223\\_125\\_sent\\_2-21-23.pdf \(dallascityhall.com\)](#) and [ENZ223\\_139\\_sent\\_3-17-23.pdf \(dallascityhall.com\)](#) or give us the infrastructure needed to support this growth.

In April of 2023 we were asked by Dallas Planning Commissioner Blair to call a community meeting on these two zoning cases. In our meeting the majority were adamantly against them. The community felt there was not enough infrastructure to support the proposed businesses along Lawson Rd and Lasater Rd.

Both streets are one lane roads with no sidewalks and only one stop sign. On that street there is Dr. Linda Henrie Elementary School. This street is already very busy, but when the parents drop off their children in the morning and the evening traffic comes to a standstill. When it's raining it's even worse because since there are no sidewalks parents park in the mud and wait for kids.



We have been asking for sidewalks and infrastructure here, but it hasn't come. The traffic will get worse because Mesquite just added a Quick Trip at Hwy 20 and Lawson Rd. and will be adding a 30-acre industrial park and an apartment complex on the other side of Hwy 20. The City of Dallas approved a Manufactured Home Development that will house 257 homes with 900 parking spaces around the corner on Lasater and The City is proposing to fix the street in front of that development with the 2024 Bond Issue. Yet leaving the road in front of the school untouched.



Now the City of Dallas has approved a Gas station and Mini Mart with approximately 100 parking spaces which will be directly across the street from the school. If that wasn't enough the City of Dallas also approved a 54' 4 story Public Storage Warehouse that will be on 13900 Lasater Dr and Lawson Rd.

In the evening at Lawson Rd and Lasater Rd. the intersection is full of traffic because of several Roach Coaches that come and sell their goods causing congestion. The city tries to combat them, but they keep coming. This happens almost every night and on weekends its much worse.

Just recently I learned of The Vision Zero Action Plan where The Mayor, City Council and City Manager all signed. This plan was adopted roughly June of 2022.

Here is the Mayor's Letter introducing the plan.

*Safety is the number one responsibility of every level of government. Without safety, we cannot expect our residents to thrive. And safety is not only about preventing crime in our neighborhoods. It is also about allowing people to walk, bike, drive, and move around safely throughout Dallas.*

*Traffic safety has not always been treated as a priority, unfortunately. The data shows that despite the major advances over the years in vehicle safety and technology, the rate of traffic deaths in Dallas has been steadily increasing during the past two decades. Frankly, this is a tragedy — one that has not received the attention it deserves. Far too many lives and livelihoods have been forever altered by these awful incidents and accidents.*

*Action is needed now. That is why the Dallas City Council and I have responded to these alarming trends by setting ambitious goals: zero traffic fatalities and a 50% reduction in severe injuries by 2030. However, this plan, which we call Vision Zero, is much more than just a goal. It is a strategic and collaboratively designed roadmap to a safer, more prosperous Dallas. Our plan includes input from nearly every city department, including the Department of Transportation and the Dallas Police Department. This plan also outlines steps we can take to improve safety for all modes of transportation in Dallas.*

*Achieving our goals will not be easy. But this work is imperative. Safety must come first in Dallas. We must ensure that our residents are able to safely get to school, go to work, run errands, visit friends and family, and travel to restaurants, events, and entertainment. That is what is at stake: the lives, livelihoods, health, and well-being of our residents.*

*We understand our challenges and opportunities clearly. And through our Vision Zero plan, we will make Dallas a safer, more livable, and more vibrant city for years to come.*

Here is a link of the entire plan [FINAL-Vision Zero Action Plan \(high res\).pdf \(dallascityhall.com\)](#)

Although our area is not in the "High Injury Network," we should still be aware and plan to keep this area safe. Two weeks ago, Dallas Morning News had a story "[Is Dallas unsafe for Walkers](#)"



In our opinion adding this much traffic and density on a one lane road each way with no stop lights or sidewalks in front of an Elementary School is fiscally irresponsible and must be stopped. These developments and lack of infrastructure is a disaster waiting to happen.

Already in this area last year there was an attempted kidnapping of a child, a Kidnap of a teacher that was found murdered, and accident where a child died wrecking a car that he was joy riding in.

Last week alone in that area there were approximately 6 car thefts and other crimes,

Please help our neighborhood and help stop these developments or get us wider roads, sidewalks and stop lights to make this a safer area.

Sincerely

David Carranza, President  
Dakota Wrinkle, Vice President  
Jessica Ramirez, Treasure  
Niki Kingsberry, Secretary  
Kleberg Neighborhood Association & Crime Watch

### Regional Transportation Council Speaker Request Card

**Instructions:**

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

- I wish to make an oral comment at the Regional Transportation Council meeting
- I wish to submit a written comment at the Regional Transportation Council meeting
- I wish to make both oral and written comments at the Regional Transportation Council meeting

Name Jessica Ramirez  
Organization, if any Kleberg Neighborhood Assoc.  
City of Residence Dallas Zip Code 75253  
RTC Agenda Item # #3.2, #7, #13

**Please select one of the following:**

- I wish to speak on this topic
- I wish to speak for this topic
- I wish to speak against this topic

**Please provide written comments below:**

Future agenda items specially the  
collaboration between Balch Springs, Mesquite,  
Seagrville, and Dallas County. TO mpwive Lasater  
and Lawson roads that are dangerous for  
students of this area.

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### Regional Transportation Council Speaker Request Card

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- I wish to make an oral comment at the Regional Transportation Council meeting
- I wish to submit a written comment at the Regional Transportation Council meeting
- I wish to make both oral and written comments at the Regional Transportation Council meeting

Name David Carranza  
Organization, if any Kleberg Neighborhood Assn. & Crime Watch  
City of Residence Dallas Zip Code 75253  
RTC Agenda Item # 3.1, 3.2, 4, 9, 13

**Please select one of the following:**

- I wish to speak on this topic
- I wish to speak for this topic
- I wish to speak against this topic

**Please provide written comments below:**

see attached letter

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### ### North Texas Council of Governments

Dear Members of the Council,

I am writing to urgently express my concern regarding the safety and infrastructure of the Kleberg/Rylie communities. My name is David Carranza, and I serve as the President of the Kleberg Neighborhood Association & Crime Watch. We represent residents in the 75253 and 75217 zip codes in Dallas, which encompass approximately 50% of District 8. Kleberg/Rylie remains one of the last rural areas of Dallas, and this has led to a longstanding neglect of our infrastructure needs. Since Dallas annexed our area in 1979, the infrastructure has been insufficiently developed, leaving us ill-prepared for the ongoing and accelerating developments in Southeast Dallas County. It is imperative to stop overlooking our community; there is more to the region than the affluent northern areas.

District 8 contains the highest concentration of mobile home parks in Dallas, which limits our access to essential amenities like big-box stores, forcing us to travel to neighboring cities such as Mesquite, Balch Springs, or Seagoville.

One of the most pressing issues is the situation at Dr. Linda Henri Elementary School, located at the busy intersection of Lawson Ave and Lasater Rd. This intersection, with its single-lane roads, is surrounded by mobile home parks and open spaces slated for further development, including a business mart, gas station, Self Storage Facility and a 454 Manufactured Home Development around the corner. Currently, there is only a stop sign to manage traffic at this intersection. During peak hours, parents must park on the gravel and dirt roadside to pick up their children, resulting in gridlock and unsafe conditions, especially in bad weather. Moreover, the lack of sidewalks forces children to walk on the grass, mud, or street, further endangering their safety.

Despite raising these concerns with our City Council Representative, we have received no response to our letters sent on May 25th to Mayor Eric Johnson, City Council Members, and the City Manager's Office. This lack of response led us to send a follow-up letter on June 11th, inviting key stakeholders, including the Mayor, City Council, City Manager's Office, and Mesquite ISD, to discuss solutions for making the school and the intersection safer.

We also extend this invitation to the North Texas Council of Governments to participate in this crucial meeting, scheduled for August 5<sup>th</sup>, at 6pm to be held at the Kleberg/Rylie Recreation Center at 1515 Edd Rd, Dallas, Texas, 75253. The primary issues requiring immediate attention are:

1. **Wider Roads or Additional Lanes:** The current single lanes are inadequate for the busy intersection, especially with impending developments.
2. **Traffic Lights:** The absence of traffic lights at key intersections poses significant danger, particularly during peak hours.
3. **Bike Lane Access:** There are no designated bike lanes, forcing cyclists to share narrow, poorly maintained roads with vehicles.

4. **Road Conditions:** The roads are in poor condition, with potholes and uneven surfaces, endangering pedestrians and cyclists.

5. **Increased Traffic Volume:** The opening of new developments has exacerbated traffic volume, increasing the risk of accidents.

These conditions are not only inconvenient but also present a serious risk to our community's safety and well-being. Many residents rely on biking and walking as primary transportation modes, and the current infrastructure fails to support their needs.

I urgently request that the Council of Governments take the following actions:

1. **Enhance Lawson and Lasater Roads:** Transform these roads into the thoroughfares they were intended to be.
2. **Install Traffic Lights:** At critical intersections, particularly those leading to the new gas station.
3. **Develop Bike Lanes and Sidewalks:** Ensure safe pathways for non-motorized road users.
4. **Repair and Maintain Roads:** Improve road conditions for the safety of all users.
5. **Conduct a Traffic Safety Assessment:** Identify further necessary improvements.

Addressing these concerns promptly will significantly enhance the safety and quality of life for the residents of East Kleberg and surrounding mobile home communities. I urge you to consider this matter with the urgency it deserves and take the necessary steps to protect our community members.

Thank you for your attention to this pressing issue. I look forward to your prompt response and to seeing positive changes implemented in our area.

Sincerely,

David Carranza KlebergCommunity@gmail.com cell 408-230-3276

President

Kleberg Neighborhood Association & Crime Watch



MARCUS WOOD – COMMENTS TO RTC July 11, 2024

There is a need for NCTCOG and RTC to work with the cities of Balch Springs, Dallas, Mesquite, and Seagoville as well as Dallas County in developing a consolidated plan for the design, funding, and construction of Lasater and E. Simonds Roads in or adjacent to these cities and unincorporated Dallas County in Southeast Dallas County from S. Belt Line Road in Balch Springs to Seagoville Road in Seagoville.

The portion of Lasater in Dallas is designated as a Primary Arterial (6-lanes, divided), but today is two lanes, most of which distance is in "Failure State."

The Pre-k through 5<sup>th</sup> Grade Dr. Linda Henrie Elementary School (MISD) with enrollment of about 900 students is located at the west corner of Lasater and West Lawson Roads, in Dallas. It is dangerous for students or anyone to travel by foot or bike along such narrow and poor Lasater Road.

This effort by COG, RTC, cities, and Dallas County needs to be part of today's RTC Agenda Items:

- #3.2 - Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program
- #9 - 2025 Unified Transportation Program and Regional 10-Year Plan Update
- #13 - Future Agenda Items.

There is a well established history of such coordination in northern sections of COG region resulting in trails (such as the DART Silver Line) and roads. Please undertake such actions now in this often overlooked area. The residents of these often lower income and large ethnic groups need immediate actions by COG and you.

**RE RTC AGENDA ITEM 4.17 “RECENT NEWS ARTICLES”**

**(Electronic Item 4.12)**

PLEASE ADD THE FOLLOWING **DALLAS OBSERVER** ARTICLES REGARDING INFRASTRUCTURE ISSUES INCLUDING ROADS IN EASTERN MOST AREA OF DALLAS DISTRICT 8 (ZIP CODE 75253) AND SOUTHEAST DALLAS COUNTY:

**May 20, 2024 ON-LINE**

<https://www.dallasobserver.com/news/some-in-kleberg-rylie-say-they-feel-neglected-by-dallas-city-council-19396647>

**JUNE 26, 2024 PRINT – COVER STORY**

<https://www.dallasobserver.com/news/residents-in-a-kleberg-rylie-struggle-to-get-dallas-city-services-19705350>



# DALLAS DISTRICT PROGRESS

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

## “BE SAFE. DRIVE SMART.”

*Speeding Awareness Campaign Saves Lives and Raises Awareness*



**STATEWIDE** – Speeding is a significant issue on Texas roads. It is the top contributing factor in Texas crashes, including more than 160,000 traffic crashes and 1,456 deaths last year alone. In response, the Texas Department of Transportation (TxDOT) launched the “Be Safe. Drive Smart.” Speeding awareness campaign in partnership with law enforcement agencies. This summer initiative aims to encourage motorists to slow down and drive responsibly.

The campaign, dubbed Operation Slow-down, is a high-visibility speed limit enforcement period running from July 19 through Aug. 4. TxDOT and its local partners hosted events in Fort Worth, Denton, and Ennis.

As part of the campaign, TxDOT and Sherry Matthews hosted the ENNIS SPEED Summer Road Show event at Buc-ee’s in Ennis, TX, on July 19. Staff members Alice Rios and Bernadine Moore from TxDOT, were on site to engage with the public. The event was covered by KDFW-TV (Fox), and it saw an impressive 6,570 total engagements with exhibit components, including 693 direct interactions with staff.



SOURCE: Texas Department of Transportation

TxDOT photo archive

TxDOT’s “Be Safe. Drive Smart.” Speeding awareness campaign provides essential tips for safe driving, including adjusting speed to match road conditions, allowing more distance to stop in heavy traffic or on slick roads, and watching for road signs indicating reduced speed limits.

In addition to stepped-up enforcement, the campaign includes widespread messaging through TV, radio, billboards, gas pumps, theater screens, and social media. Community events at select Buc-ee’s loca-

tions feature interactive safety exhibits to engage and educate drivers.

“Be Safe. Drive Smart.” is part of the broader #EndTheStreakTX initiative, which aims to end the streak of daily deaths on Texas roadways that has persisted since November 7, 2000.

We extend our gratitude to all involved in making our roads safer. To the dedicated law enforcement officers, the tireless TxDOT staff, and every Texan who chooses to drive responsibly, thank you. ■

NUMBER OF CRASHES AND DEATHS CAUSED BY SPEEDING ON TEXAS ROADWAYS IN 2023:



SOURCE: TxDOT

TxDOT graphic

## JULY 2024 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	BID (M)	+/- (%)	CONTRACTOR
1	0047-06-177	US 75	Grayson C/L to Valley Creek Trail	Repair roadway	\$3.53	\$2.95	-16.60%	O. Trevino Construction, LLC
2	0816-04-104	FM 455	At E. Fork Trinity River relief W to E. Fork Trinity River East	Bridge replacement	\$11.43	\$9.58	-16.19%	Harper Brothers Construction, LLC
3	2374-02-162	I-635	At US 80 interchange	Interchange improvement	\$437.45	\$539.66	23.37%	Austin Bridge & Road Services, LP
4	3000-01-028	SS 408	SL 12 to I-20	Hazard elimination & safety	\$19.31	\$16.19	-16.15%	Austin Bridge & Road Services, LP
<b>EST. JULY 2024 TOTALS</b>					\$471.72	\$568.38	-6.39 %	
<b>DISTRICT FY CUMULATIVE LETTINGS</b>					\$1,927.43	\$1,509.16		
<b>DALLAS DIST. FY LETTING VOLUME CAP</b>					<b>\$1,301,360,000**</b>			

\*\* District FY 2024 Letting Cap.

## AUGUST 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-02-074	SH 78	E Lawther Drive to Winsted Drive	Bicycle and pedestrian improvements	\$1.03
2	0048-04-106	I-35E	US 77 South to US 77 North	Rehabilitate existing roadway	\$10.76
3	0093-01-106	I-45	I-45 East of 287 to I-45 East	Embankment stabilization	\$5.98
4	0172-05-129	US 287	Walnut Grove to BUS 287R	Intersection improvement	\$10.91
5	0195-03-088	I-35E	I-35E NBFR and SBFR to at UPRR	Bridge replacement	\$13.21
6	0197-04-086	US 175	West of TX 34 to South of FM 153/Fair Road	Intersection improvement	\$6.12
7	0353-05-128	SL 12	SS 244 to I-30	Repair roadway	\$14.67
8	0918-24-290	Exchange Pkwy.	Exchange Pkwy. at Allen Heights	Traffic signal improvements	\$2.04
9	2745-01-009	FM 2755	SH 78 to FM 1138	Hazard elimination & safety	\$13.06
*	0918-11-110	Various	Various Locations to In the Dallas District	Bicycle and pedestrian improvements	\$2.89
*	0918-47-457	Various	Various to Various	Construct pedestrian infrastructure	\$0.74
<b>ESTIMATED TOTAL</b>					<b>\$81.41 M</b>

\* Unmapped.

SOURCE: Texas Department of Transportation

## COMPLETED CONSTRUCTION PROJECTS (FROM JULY 1 - 31, 2024)

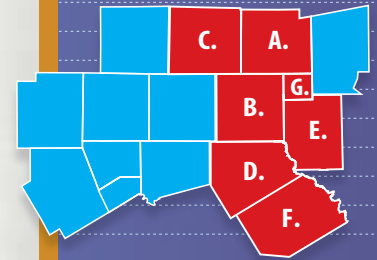
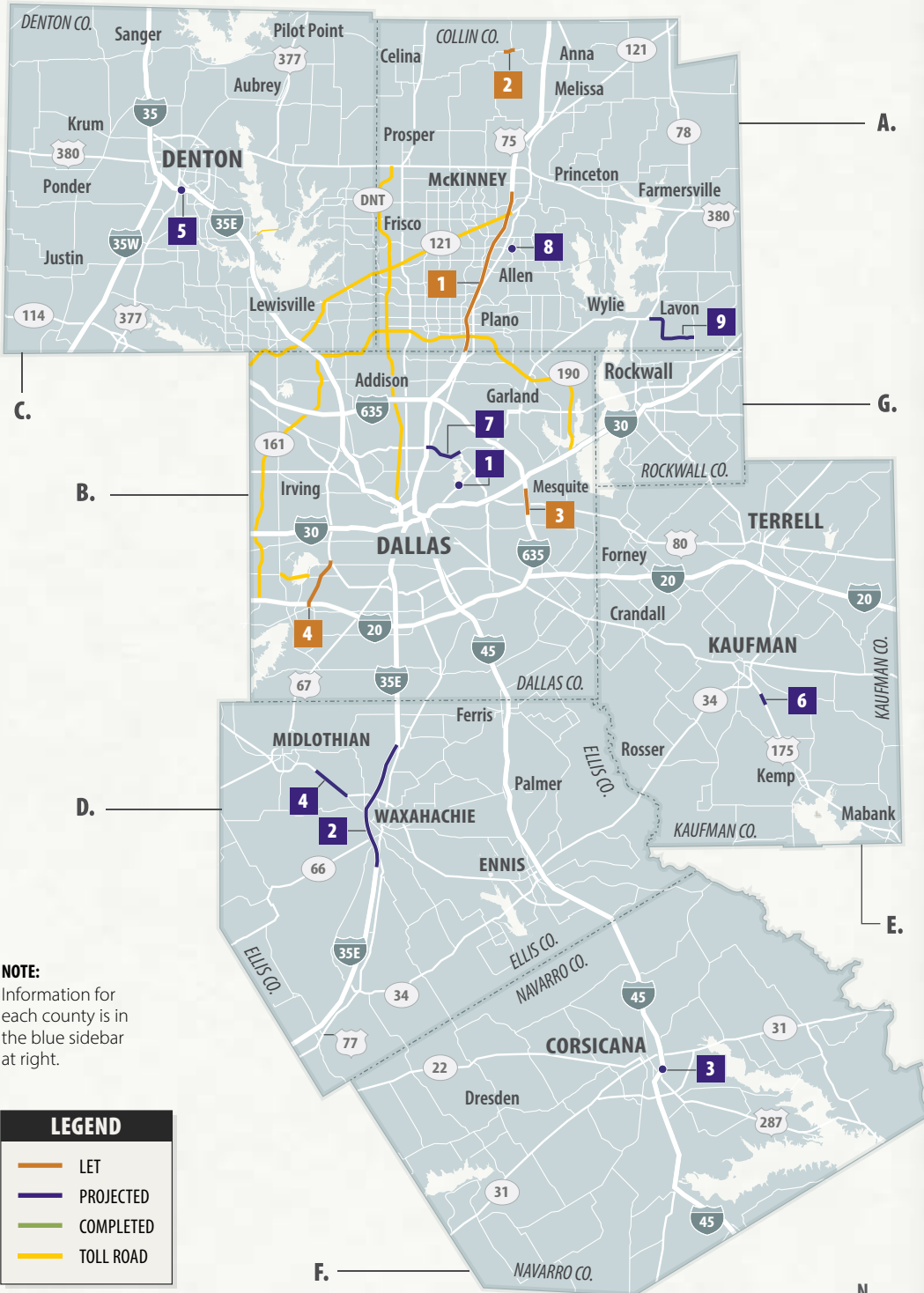
<p>---</p> <p><b>COMPLETED PROJECT INFORMATION IS CURRENTLY UNAVAILABLE. THIS TABLE WILL BE REVISED SOON.</b></p>
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SOURCE: Texas Department of Transportation

TxDOT graphic

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in July 2024, are projected to let in August 2024, or have recently been completed.



## 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

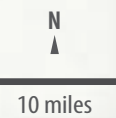
VEHICLE REGISTRATION: 107,015  
 \*POPULATION ESTIMATE: 131,172  
 LANE MILES: 365

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

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

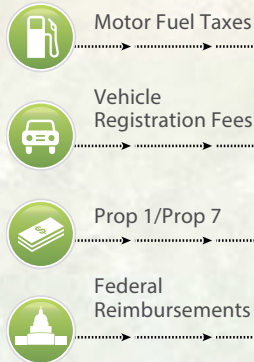
SOURCE: TxDOT research  
 \*POPULATION ESTIMATE: NCTCOG



# A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

## I. FUNDING SOURCES

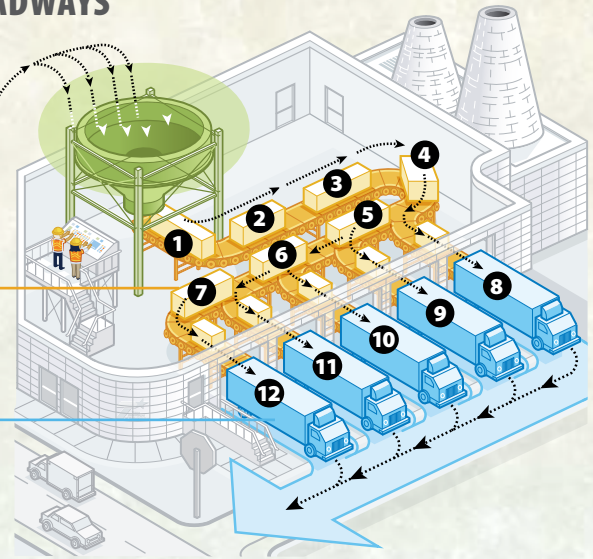


## II. ADVANCED PLANNING

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

## III. MOBILITY AND MAINTENANCE PROJECTS

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance



# PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 15 agreements; most are agreements with public entities and one is an agreement with a private entity.

### THE PURPOSE:

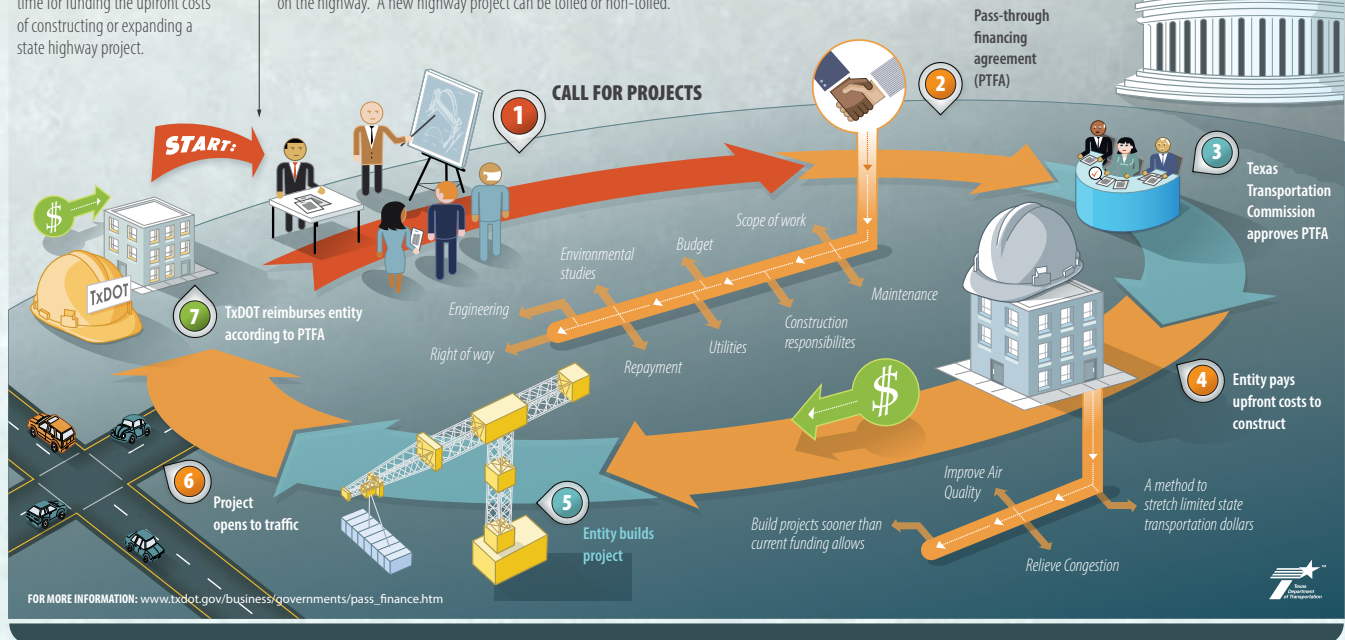
Pass-through financing allows project developers (public or private) to be reimbursed over time for funding the upfront costs of constructing or expanding a state highway project.

### THE PROCESS:

The entity developing the project will finance, construct, design, maintain and/or operate a project. Once the project opens to traffic, TxDOT will reimburse the developing entity for each vehicle that drives on the highway. A new highway project can be tolled or non-tolled.

### ELIGIBLE ENTITIES:

Public (regional mobility authority, regional tollway authority and local/county governments) or private developer.

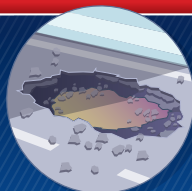


SOURCE: Texas Department of Transportation

TxDOT graphics

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

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

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

