

AGENDA

**Regional Transportation Council
Thursday, October 17, 2024
North Central Texas Council of Governments**

12:00 pm – 1:45 pm **RTC Member Orientation**

2:00 pm **Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

- 2:00 – 2:10** 1. **Opportunity for Public Comment on Today’s Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 2:10 – 2:15** 2. **Approval of September 12, 2024, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Clay Lewis Jenkins, RTC Chair
Item Summary: Approval of the September 12, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 2:15 – 2:20** 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **Development of Transportation Mobility Plans for FIFA 2026: AT&T Stadium (Nine Matches), International Broadcast Center (Pending) and Fair Park (Fan Fest)**
Presenter: Michael Morris, NCTCOG
Item Summary: FIFA has requested detailed Transportation Mobility Plans and North Central Texas Council of Governments (NCTCOG) is requesting consultant assistance in documenting existing plans into the FIFA format and detail.

Background: NCTCOG staff has been requested to take the transportation lead by the Dallas Host Committee for transportation related FIFA activities. Plans are already in place and need to be documented into a nationwide common format. First drafts are necessary by March 2025 with consultants staying under coordination until September 30, 2026. The cost is anticipated to not exceed \$1 million. RTC local is the funding source.

Performance Measure(s) Addressed: Transit

3.2. **Update on Electric Vehicle Charging Infrastructure Projects and Request for Matching Funds**

Presenter: Lori Clark, NCTCOG

Item Summary: Several programs are beginning to move forward that provide investments to upgrade or install new electric vehicle (EV) chargers across the North Central Texas Council of Governments (NCTCOG) region. Staff also requests approval to use Transportation Development Credits (TDCs) to satisfy a portion of match requirements for an award under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Community Program.

Background: NCTCOG is involved in deploying three programs coming to the NCTCOG region which provides over \$85 million to upgrade or build EV charging stations. Public entities are invited to get involved in recommending siting priorities, submitting properties of their own on which they would like to have chargers, or hosting a public meeting. For more information, see www.publicinput.com/nctcogevcharging. One of the programs being administered by NCTCOG is the CFI Community Grant Program. Under this program, NCTCOG has been awarded \$15 million in FHWA funds to deploy EV charging stations in the NCTCOG region. To meet the non-federal share of expenses budgeted for NCTCOG administrative efforts and consultant services, NCTCOG will request use of TDCs. The remainder of the non-federal share is expected to be provided by private entities involved in the acquisition, construction, installation, operations,

or maintenance of the EV charging stations.
[Electronic Item 3.2](#) provides more information.

Performance Measure(s) Addressed: Air Quality

**3.3. Transit Strategic Partnerships Program: May 2024 Cycle
Selected Project**

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff requests approval of the project evaluated through the May 2024 Cycle of the Transit Strategic Partnerships Program to provide funding to Feonix - Mobility Rising for the pilot of a Transportation Assistance Hub in portions of Dallas and Ellis counties.

Background: In the May 2024 cycle, one project was reviewed as a carryover from the previous November 2023 cycle. Feonix - Mobility Rising is proposing to address transit needs by using mobility navigators to connect riders with existing services and offer access to a volunteer driver program for mobility impaired residents and seniors where no other service is available or accessible. The selected project aligns with regional goals set forth in the 2022 Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas area, which documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. As part of the Transit Strategic Partnerships Program, staff will recommend this project for Federal Transit Administration funding under Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities in an amount not to exceed \$475,000 federal with matching funds provided by Feonix - Mobility Rising. Please see [Electronic Item 3.3](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit

2:20 – 2:35

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

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

1. Regional Transportation Council Recognition
2. Regional Transportation Council Member Orientation – Held Earlier Today
3. Executive Board Follow Up: White Paper on Federal Eligibility of Broadband As A Travel Demand Management Strategy
4. Federal Responsibilities for Metropolitan Planning Organizations in Housing Coordination
(https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm)
5. Community Noise Mitigation Program ([Electronic Item 4.1](#))
6. Miles Matter Program Update and Auto Occupancy/High-Occupancy Vehicle Quarterly Report ([Electronic Item 4.2](#))
7. Fall 2024 Traffic Incident Management Executive Level Course Announcement ([Electronic Item 4.3](#))
8. Blue-Green-Grey Application for New Ideas – Round 4 – Project Funding Recommendations ([Electronic Item 4.4](#))
9. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
10. North Central Texas Council of Governments Not Pursuing the Low-Carbon Transportation Materials Grant Opportunity
11. Ozone Season Update ([Electronic Item 4.5](#))
12. Air Quality Funding Opportunities
(www.nctcog.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events
(www.dfwcleancities.org/events)
14. August – September Public Comment Report ([Electronic Item 4.6](#))
15. October Public Meeting Notice ([Electronic Item 4.7](#))
16. September Public Meeting Minutes ([Electronic Item 4.8](#))
17. Recent News Articles ([Electronic Item 4.9](#))
18. Recent Correspondence ([Electronic Item 4.10](#))
19. Recent Press Releases ([Electronic Item 4.11](#))

- 2:35 – 2:45** 5. **2025 Regional Transportation Council Legislative Program**
 Action Possible Action Information Minutes: 10
Presenter: Rebekah Gongora, NCTCOG
Item Summary: Staff will present the draft Regional Transportation Council (RTC) Legislative Program for the 89th Texas Legislature.
Background: Last month, RTC members were presented with the draft Legislative Program for the 89th Texas Legislature and comments were received. An updated Legislative Program can be found in [Electronic Item 5.1](#), while a marked-up version of the Legislative Program showing all changes can be found in [Electronic Item 5.2](#). The 89th Session of the Texas Legislature will convene on January 14, 2025.

Performance Measure(s) Addressed: Administrative

- 2:45 – 2:55** 6. **2025 Transportation Alternatives Call for Projects for the North Central Texas Region**
 Action Possible Action Information Minutes: 10
Presenter: Karla Windsor, NCTCOG
Item Summary: Staff will provide an overview and request Regional Transportation Council approval on the eligibility, criteria, and schedule for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region.
Background: Approximately \$50 million is anticipated to be available to fund active transportation projects in the Large Urbanized Areas of the North Central Texas region. Eligible applications under this program include the construction of on- and off-road pedestrian and bicycle facilities and Safe Routes to School plans. Staff will present a program overview for the Call for Projects, area of eligibility, required documentation, and schedule. Additional information is provided in [Electronic Item 6](#).

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

- 2:55 – 3:05** 7. **Air Quality Monitoring Policy**
 Action Possible Action Information Minutes: 10
Presenter: Jenny Narvaez, NCTCOG
Item Summary: Staff will be requesting Regional Transportation Council (RTC) approval of the Air Quality Monitoring Policy (P24-02).
Background: The Dallas-Fort Worth region continues to remain in nonattainment for the pollutant ozone with classifications of 'Severe' under the 2008 Ozone National Ambient Air

Quality (NAAQ) Standard and 'Serious' under the 2015 Ozone NAAQ Standard. Regulatory ozone monitor readings in current nonattainment as well as attainment counties are continuing to rise with many already exceeding both ozone standards. Additionally, the Environmental Protection Agency (EPA) has lowered the annual standard for fine particulate matter (PM_{2.5}) to 9 micrograms per cubic meter (µg/m³). A PM_{2.5} regulatory monitor in each of the region's most populous counties - Dallas and Tarrant - currently exceed this new standard. Elevated concentrations of ozone and PM_{2.5} are correlated with adverse health effects, such as increased respiratory and cardiovascular health issues, which are especially prevalent in disadvantaged communities. Increased stringency of federal standards and rising monitor values indicate increasing importance to better understand the influence of local sources, including the role of transportation, as well as the influence of potential exterior sources, meteorological patterns, and resulting spatial distribution of pollutants. Additional emission information, collected through non-regulatory monitors, can assist in identifying pollution sources and improve our understanding of the spatial and temporal distribution of pollution levels and associated health risks. By discerning spatial and temporal changes and sources both within and outside the region, our capacity to understand the problem is very limited. Having some data will allow us to develop more effective measures, leading to the development of improved air quality across the region. A number of efforts currently exist to maintain and expand non-regulatory monitoring. Such efforts include local governments, universities, and health advocates. The attached policy ([Electronic Item 7.1](#)) will show support for these efforts moving forward. For more information, please see [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Air Quality

- 3:05 – 3:15** 8. **Swyft Cities Certification of Emerging and Reliable Transportation Technology Program Update**
- Action Possible Action Information Minutes: 10
- Presenter: Jeff Hathcock, NCTCOG
- Item Summary: As part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program, staff will provide the Regional Transportation Council (RTC) information 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 RTC adopted Policy P22-02 to develop a process for the Transportation Infrastructure Certification Program (now named CERTT). This program serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to our region with the end goal of a commercial application serving a long-range transportation need. 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 the North Central Texas Council of Governments (NCTCOG) and interested local governments in advancing potential project locations, determining appropriate technology certification oversight structures, considering public-private partnerships, balancing roles and shared risk, and developing a potential funding package for initial deployment. Recently, 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" grant application and their request for the 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) grant submittal. Additional details provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Safety, Transit

3:15 – 3:25

9. **Community School Siting Issues and Opportunities**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide information and a request 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 9](#).

Performance Measure(s) Addressed: Safety

3:25 – 3:35

10. **Mobility 2050: Key Updates and Ongoing Development**

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including a review of the project selection process and draft plan revenue forecast.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every 4 years and forecast at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. A detailed summary of public involvement can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Roadway, Transit

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))

12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, November 14, 2024**. The meeting date will be discussed.

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
September 12, 2024**

The Regional Transportation Council (RTC) met on Thursday, September 12, 2024, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Alan Blaylock, Ceason Clemens, Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Raul Gonzalez, Lane Grayson, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Ben Leal (representing Vernon Evans), Marcus E. Ray (representing Tammy Meinershagen), Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Matthew Porter, Paul Ridley (representing Omar Narvaez), Tito Rodriguez, Jim Ross, David Salazar, Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, Duncan Webb, and Chad West.

Others present at the meeting were: Vickie Alexander, Jake Anderson, Renee Arnold, Micah Baker, Jay Barksdale, Kenneth Bergstrom, Mark Bielamowicz, Jon Blackmon, Todd Buckingham, Farhan Butt, Jack Carr, Molly Carroll, Angie Carson, Nancy Cline, Chris Collier, Paul Cristina, Clarence Daugherty, Jennifer DeWitt, Shawn Dintino, David Dryden, Chad Edwards, Kevin Feldt, Janel Forte, Andrew Fortune, Analisa Garcia, Jillian Giles, Bobby Gomez, Maya Govindarajan, Scott Hall, Tony Hartzel, Robert Hinkle, Amy Hodges, Mark Holliday, James Hotopp, Joseph Jackson, Lorena Jacobs, Joel James, Travis Kelly, Dan Kessler, Frances Key, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, Dee Leggett, Michael Linesman, Eron Linn, Aaron Long, Paul Luedtke, Clem Maddox, Blake Margolis, Dillon Maroney, Kit Marshall, Gregory Masota, Rich Matyiku, Jon McKenzie, Brian Moen, William Mohamed, Michael Morris, Jonah Murray, Jeff Neal, Mark Nelson, Cintia Ortiz, Brinton Payne, Aaron Peck, Michael Peters, John Polster, Kelly Porter, Nathan Potz, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Abbas Rastandeh, Randy Richardson, Kyle Roy, Jesse Salazar, Sidney Sanchez, Gwen Schaulis, Toni Stehling, Stephen Tanner, Steve Templer, Hannah Thesing, Kimberlyn To, Whitney Vandiver, Dan Vedral, Amanda Wilson, Brian Wilson, and Jared Wright.

1. **Opportunity for Public Comment on Today's Agenda:** Clay Lewis Jenkins, Regional Transportation Council Chair and Dallas County Judge asked if there were any public comments. Mark Bielamowicz spoke on Agenda Item 10. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of August 8, 2024, Minutes:** The minutes of the August 8, 2024, meeting were approved as submitted in Electronic Item 2. Adam Bazaldua (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:**
 - 3.1. **Transportation Paid Education Campaigns for Fiscal Year 2025:** This item contained a request for Regional Transportation Council (RTC) support of a recommendation to the North Central Texas Council of Governments (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. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and

placement initiatives for the Transportation Department. The education campaigns are for public involvement for multiple projects, 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 for possible unanticipated costs that may arise. Efforts will be supported by a combination of Surface Transportation Block Grant (STBG) Program funds, Transportation Planning Funds (TPF), Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, Environmental Protection Agency (EPA) funds, Regional Toll Revenue (RTR) funds, Federal Highway Administration (FHWA) funds, RTC Local funds, private funds, and RTC Transportation Development Credits (TDC) in lieu of cash match. This program has been evaluated through a new screening process that includes legal risk. 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 3.1 provided more detail.

- 3.2. **November 2024 Transportation Improvement Program Modification Cycle:** This item contained a request for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes. November 2024 revisions to the 2025-2028 TIP were provided in Electronic Item 3.2 for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 3.3. **North Texas Advanced Air Mobility and Uncrewed Aviation Systems Funding:** This item contained a request 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. Since 2017, staff has been collaborating with the region's cities and other relevant stakeholders in integrating Advanced Air Mobility Technologies. Work in this area continues to increase as regional partners have implemented pilot projects with private sector partners. For continued support with these efforts, 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 on the deployment of AAM operations was requested. If approved, this funding increase will support staffing resources, Phase 2 of the North Texas Airspace Awareness Pilot, development of infrastructure, and other costs associated with AAM operations. Electronic Item 3.3 provided additional information on this item.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Duncan Webb (M); Ed Moore (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** The following topics were listed on the agenda:
 1. Member Orientation – October 17, 2024; Prior to the Regional Transportation Council (RTC) Meeting; RTC meeting for October 17 was discussed.
 2. Feedback on Regional Transportation Council 50th Anniversary Celebration
 3. Feedback on Attendance at Texas Transportation Commission Meeting
 4. Safety Review of Older Freeway Sections

5. Northeast Texas Rural Rail Transportation District Correspondence to the Texas Department of Transportation (Electronic Item 4.1)
6. United States Department of Transportation Correspondence on Federal Aviation Administration Funding (Electronic Item 4.2)
7. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
8. Ozone Season Update (Electronic Item 4.3)
9. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
10. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
11. July – August Public Comment Report (Electronic Item 4.4)
12. September Public Meeting Notice (Electronic Item 4.5)
13. August Public Meeting Minutes (Electronic Item 4.6)
14. Recent News Articles (Electronic Item 4.7)
15. Recent Correspondence (Electronic Item 4.8)
16. Recent Press Releases (Electronic Item 4.9)

Michael Morris briefly highlighted Items 1, 2, 3, 4, 5, 6, 7, and 8.

5. **Fiscal Year 2023-2024 Railroad Crossing Elimination Program**: Jeff Neal provided information on the Fiscal Year (FY) 2023-2024 Railroad Crossing Elimination Program (RCEP), an update on coordinating efforts and technical assistance given to regional partners on candidate projects and requested approval for the North Central Texas Council of Governments (NCTCOG) to be the submitting agency for one of those projects. In July 2024, the USDOT announced a FY 2023-2024 Notice of Funding Opportunity (NOFO) to solicit applications for approximately \$1.15 billion in RCEP discretionary grant funds. The program includes certain funding amounts set aside for the following purposes: (1) Planning - \$38.2 million; (2) Rural/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 were due to United States Department of Transportation (USDOT) 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 pertaining to above project types; and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program> is the FY2023-2024 RCEP NOFO that describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key RCEP details, as well as those of the proposed RTC action, was included in Electronic Item 5.

A motion was made to approve the submittal of the Ennis Avenue/Union Pacific Railroad Grade Separation Project for funding consideration through the FY 2023/24 Railroad Crossing Elimination Program (RCEP), including a \$5 million NCTCOG loan to be repaid by the City of Ennis; the addition of \$9 million in Regional Toll Revenue (RTR) funds to support Tarrant County's RCEP submittal of the Bonds Ranch Road/Burlington Northern Sante Fe /Union Pacific Rail Road Grade Separation Project; and to administratively amend NCTCOG's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP), as well as other planning and administrative documents, to include the proposed projects if selected for FY 2023/2024 RCEP Grant awards. Michael Evans (M); Adam Bazaldua (S). The motion passed unanimously.

6. **Reconnecting Communities Pilot Grant Application Partnership for the Cotton Belt Trail**: Karla Windsor presented information on a proposed partnership with Dallas Area Rapid Transit and requested action for the Regional Transportation Council (RTC) to approve the partnership with Dallas Area Rapid Transit (DART) to submit a capital construction grant application and associated federal and local match funds for the Fiscal Year (FY) 2024 Reconnecting Communities Pilot (RCP) discretionary grant program for portions of Phase 3 of the Cotton Belt Trail along the Silver Line rail project. The RTC was also requested to approve additional Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program funds and Regional Toll Revenue funds to support the leveraging of requested federal funds. 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 provided 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 was provided in Electronic Item 6.

Cara Mendelsohn, Councilmember, City of Dallas, noted her support for this agenda item and asked for an explanation of the disconnected trail on a map for Dallas and if it is the intent of the Regional Transportation Council to fund. Karla Windsor responded that for funding, staff has removed all of the north-south connections to the trail, and the parallel projects or the perpendicular projects that are happening in all of the different communities. This reflects the true East/West connection of the trail and not any of the Spurs are tied to this portion, where there's still conversations regarding the trees, the final alignment, and what needs to be done. There's a small gap that still remains that may require supplemental dollars over time. Karla added that the intent of the map is to show the full connections, and staff will review the maps to make sure there was nothing unintentionally left out.

A motion was made to approve the partnership with Dallas Area Rapid Transit to submit the United States Department of Transportation 2024 Reconnecting Communities Pilot (RCP) Program capital construction grant application for the Cotton Belt Trail Phase 3a construction requesting \$23 million in federal funding; the additional contribution of \$6,519,323 in federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$1.6 million in Regional Toll Revenue funds for non-federal match should the project be selected for funding award; direct staff to keep the previously approved match funding for the pending Active Transportation Infrastructure Investment Program application available to be used with the RCP application, if awarded funding; and to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

7. **Fiscal Year 2024 Public Transportation Funding: Programs of Projects**: Christie Gotti requested Regional Transportation Council (RTC) approval on the Fiscal Year (FY) 2024 Public Transportation Funding Programs of Projects. As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and

McKinney-Frisco Urbanized Areas, NCTCOG has developed several Programs of Projects to suballocate approximately \$190.2 million in FY2024 Section 5307, Section 5339, and Section 5337 federal funding to public transit providers in the region. Approximately \$17.1 million in funding will be programmed in the future, including Section 5310 funding. Electronic Item 7.1 included additional information. Electronic Item 7.2 contained the proposed FY2024 Programs of Projects.

A motion was made to approve the proposed funding for the Fiscal Year 2024 Programs of Projects, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other planning/administrative documents as needed to incorporate this funding on these projects. Pat Deen (M); Elizabeth Beck (S). The motion passed unanimously.

8. **Work Zone Data Exchange Implementation Call for Projects:** Natalie Bettger requested Regional Transportation Council (RTC) approval on the eligibility, criteria, and schedule for the Work Zone Data Exchange (WZDx) 2024 Call for Projects. In March 2022, a procurement was issued to secure vendors through the North Central Texas Council of Governments (NCTCOG) TXSHARE Cooperative Purchase for WZDx. Five vendors are under contract to perform work in three areas related to WZDx including converting raw work zone data into WZDx format, establishing 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 was provided in Electronic Item 8.

A motion was made to approve the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects. Matthew Porter (M); Michael Evans (S). The motion passed unanimously.

9. **Federal Performance Measures Update: System Performance, Freight, Air Quality:** Jenny Narvaez and James McLane requested 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 (Non-SOV) travel, and emissions reductions. In 2022, the RTC adopted 2024 and 2026 targets for these and other measures in the set of federal performance measures commonly known as PM3. At the midpoint of the four-year performance period cycle, the RTC has an opportunity to adjust or reaffirm 2026 targets for these measures, if appropriate, based on new data and analysis methodologies. Action on the remainder of the PM3 performance measures that were not included with this action is anticipated in early 2025. See Electronic Item 9 for more details.

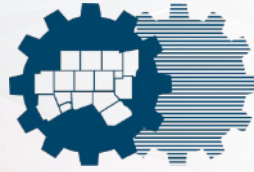
Michael Morris stated that staff need more time to sort out what transportation systems are currently in place. He further suggested that we should reaffirm what was originally done and not overreact at this time.

A motion was made to reaffirm existing 2026 targets for the following PM3 measures: Non-SOV Travel for the following Urban Areas: Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco; Peak-Hour Excessive Delay for the following Urban Areas: Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco; and On-Road Mobile Source Emissions Reductions (Cumulative) for the following pollutants: NOx and VOC. Matthew Porter (M); Michael Evans (S). The motion passed unanimously.

10. **Draft 2025 Regional Transportation Council Legislative Program and Status of Transit 2.0 – Workshop Discussion:** Rebekah Gongora and Michael Morris provided an overview of the draft Regional Transportation Council (RTC) Legislative Program for the 89th Texas Legislature and presented Transit 2.0 Task 2 legislative recommendations. An RTC workshop on Transit 2.0 and the RTC Legislative Program was held prior to the RTC meeting. The 89th Session of the Texas Legislature will convene on January 14, 2025. In advance of the legislative session, RTC members were provided with an overview of the draft RTC Legislative Program in Electronic Item 10.1 and the Transit 2.0 Task 2 Report in Electronic Item 10.2.

John Muns, Mayor, City of Plano, noted regarding Transit 2.0, the legislative recommendations presented are really not reflective of the original request submitted to the Regional Transportation Council (RTC), when Mayor Steve Babick, City of Carrollton and Mayor Pete Stopfer, City of Irving talked about proposing this. Mayor Muns added that he and Mayors Babick and Stopfer believe the two recommendations related to Dallas Area Rapid Transit (DART) should be removed, and the RTC should remain neutral in relation to the ongoing discussions between DART and its member cities. Mayor Muns mentioned the two that should be removed include: protect existing transportation authority dedicated funding and advance Transit 2.0 recommendations. He also noted they're concerned that many of the recommendations regarding State funding do not take into account the political climate and the realities in Austin. He suggested that the consultant spend more time on the recommendations. Michael Morris responded that it's best to continue the dialogue and for local governments to be aware that there are some elements that could have significant consequences on programs and projects in the region. As an example, the transit agencies serve as our agents with regard to air quality improvements associated in the mobility plan and in air quality conformity. While we don't know the implications of what it is the local governments would do, if the local governments end up creating a situation where we no longer can meet our air quality requirements that we previously committed to in the State Implementation Plan several years ago, we could open ourselves up to sanctions on the roadway side. Michael added that he understands the politics of staying out of it, but if we stay out of it, there could be huge consequences that may not be fully understood by the locals. Jim Ross, Mayor, City of Arlington, stated Arlington will be opposed to any attempt to diminish local control by either trying to force a non-subscribing transit city, like Arlington or Grand Prairie, into a position where we'd have to join a transit authority to try to keep a business and amending the local sales tax cap to exempt the portion used for transit (up to a half cent). Gary Slagel, Chair, Dallas Area Rapid Transit (DART) mentioned he was a mayor for a long time and worked with DART for years, and now being a DART Board member and Chairman of the Board finds it troublesome to be put in a position of being the enemy, when for years we were all good guys trying to work together to do the best for the region. He suggested working together to try to get there and let's use these as a starting point to see what the consultant comes up with. Mayor Babick reiterated Mayor Ross' point by suggesting that that last task is problematic. It's probably not a DART transit issue, it's probably more of a sales tax legislation issue that needs reform. Michael Morris mentioned the data was critical to develop largely because of the commitments to the legislature. Cara Mendelsohn, Councilmember, City of Dallas, noted that the item about changing the sales tax, there should not be an increase in sales tax as it's a regressive, unnecessary tax. She highlighted the RTC has a very important role in the regional aspect of transportation that is essential. Michael Morris stated that it's too early advance to our legislative program when we aren't clear on what it is we are asking for. Many RTC members commented they did not support restricting non-transit member cities from relocating businesses from transit member cities in the same region.

11. **Vision Zero for Human Health Policy**: Agenda Item was not presented due to time constraints.
12. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New)**: There was no discussion on this item.
14. **Future Agenda Items**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for 2:00 pm on October 17, 2024, at the North Central Texas Council of Governments. A Member Orientation will be held prior to the RTC meeting at 12:00 pm.



Dallas-Fort Worth
CLEAN CITIES

Update on EV Charging Station Programs and Request for Matching Funds

Lori Clark
Senior Program Manager & DFW Clean Cities
Director

Regional Transportation Council

October 17, 2024

Upcoming Regional EV Charger Investments

Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA)

\$3.6 million to repair and replace non-operational chargers in the 16-county NCTCOG region

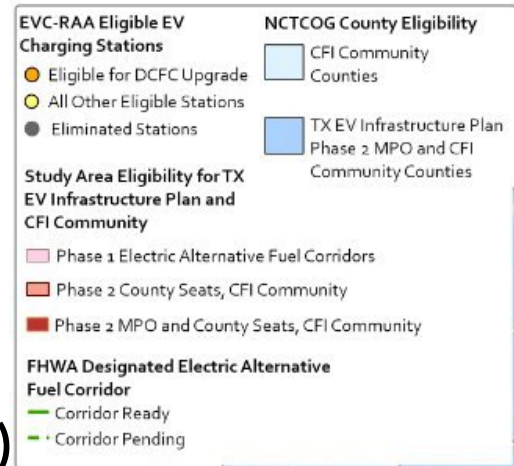
Charging and Fueling Infrastructure (CFI) Community

\$15 million for up to 100 EV charging ports in the 16-county NCTCOG region

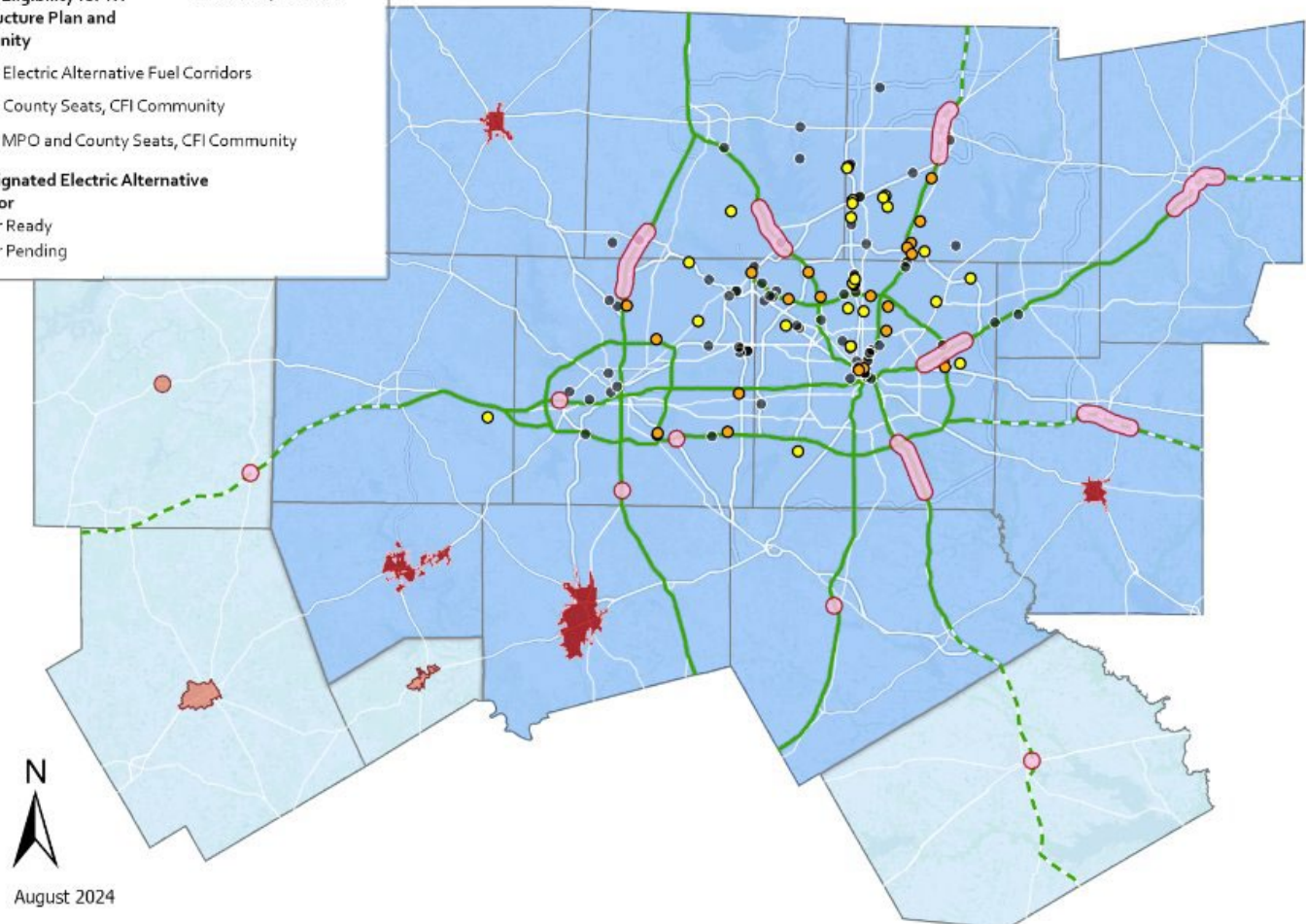
Texas EV Infrastructure Plan

~\$60 million within MPA boundary to be recommended by NCTCOG

~\$10M for county seat sites within NCTCOG boundary, managed by TxDOT



Eligibility for Various Programs Investing in EV Charging Across the NCTCOG Region



Regional EV Charger Investments

Program:	EVC-RAA \$3.6 Million	CFI Community \$15 Million	Texas EV Infrastructure Plan: Phase 2 MPA Allocation ~\$60 Million
Eligibility	<p>Subset of Locations Prescribed by FHWA</p> <p>“Like for Like” Charger Upgrade OR Upgrade to DC Fast Charge if within 1 mile of designated highway corridor</p>	<p>Public Sector Properties</p> <p>Level 2 or DC Fast Charge; proposal emphasized DC Fast Charge</p>	<p>Not Defined; has Trended Toward Private Sector Properties</p> <p>Level 2, DC Fast Charge, or Medium/Heavy Duty Truck Charging; TxDOT has advised <i>against</i> Level 2</p>
Emphasis Areas*	<p>Connecting the Region</p> <p>Proximity to Existing/Planned Stations</p> <p>Increasing Access in Key Areas</p> <p>Streamlining NCTCOG Implementation</p>	<p>Justice 40 Areas</p> <p>Areas with Low Ratio of Private Parking or High Ratio of Multi-Family Housing</p> <p>Sites that can also Serve as Multi-Modal or Fleet Charging Hubs</p> <p>Rural Areas</p>	<p>To Be Determined; Preliminary Ideas:</p> <p>Evacuation Routes and “Secondary Highways” not Designated as Alternative Fuel Corridors (e.g. US 287, US 380, etc.)</p> <p>Medium-/Heavy-Duty Truck Charging Hubs</p>



FHWA CFI Community Program Award

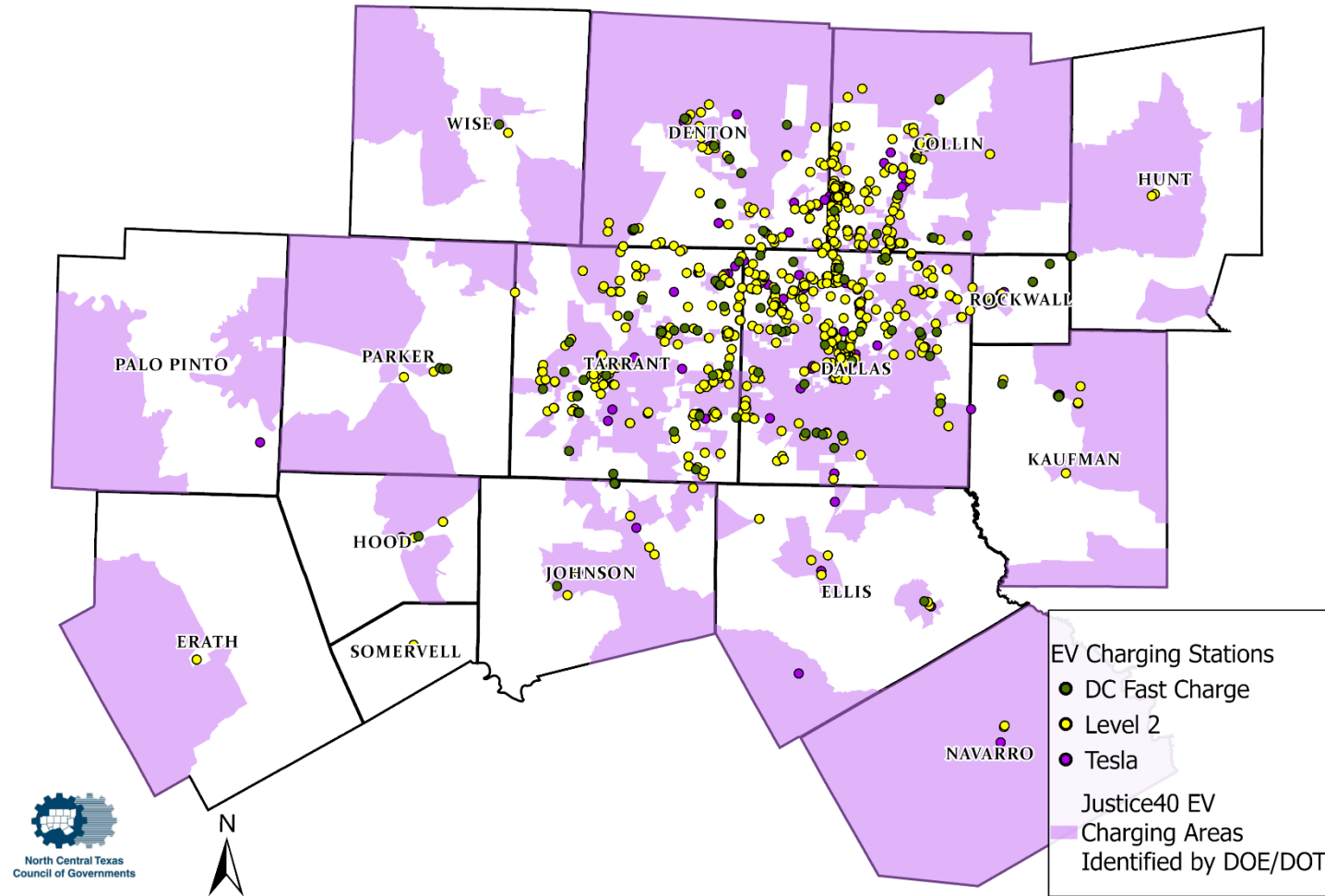
\$15 million awarded to build up to 100 EV charging ports regionwide

At least 50% in Justice40 Areas

Ensure timely project implementation

Create specialized technical teams (EV Charging “Dream Team” consultant) to expedite requirements: zoning, permitting, codes, Buy America, NEPA

Currently Available Electric Vehicle Chargers in the NCTCOG Region



Project Budget

Clarification received from FHWA: requirement for private sector to provide 20% non-federal share does not apply to “development phase” activities

Requesting approval to modify project budget to use regional Transportation Development Credits (TDCs) as non-federal match for development phase activities, including NCTCOG administrative costs and specialized technical team (“Dream Team” consultants)

	Original Proposal Budget	Requested Modification
Total Project	Up to \$18,750,000	Up to \$18,750,000*
Federal Funds	Up to \$15,000,000	Up to \$15,000,000
Matching Funds <ul style="list-style-type: none"> • “Development phase” match does not have to be secured through private sector • Match for acquisition, construction, installation, operations, and maintenance costs must be provided by private sector entities (anticipate securing from selected vendors) 	Up to \$3,750,000	Up to \$2,990,529 and 759,471* TDCs

**NCTCOG staff is in discussion with FHWA on how the amount of TDCs should be calculated; NCTCOG believes the correct amounts are 607,577 TDCs and \$17,990,529 total cost; FHWA has indicated that they believe the amounts are 759,471 TDCs and \$18,750,000 total cost. Agreement will be reached prior to signing the grant agreement.*



Project Schedule

Proposed Milestone	Date
STTC Recommendation of RTC Approval for Use of TDCs	September 27, 2024
RTC Approval for Use of TDCs	October 17, 2024
Executive Board Authorization to Execute Agreement with FHWA	October 24, 2024
Execute Agreement with FHWA	Upon board authorization



Action Requested

Approve use of up to 759,471* Regional Transportation Development Credits as non-federal match for NCTCOG administrative costs and hiring of specialized technical teams to implement the CFI Community Program Award

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes

**NCTCOG staff is in discussion with FHWA on how the amount of TDCs should be calculated; NCTCOG believes the correct amounts are 607,577 TDCs and \$17,990,529 total cost; FHWA has indicated that they believe the amounts are 759,471 TDCs and \$18,750,000 total cost. Agreement will be reached prior to signing the grant agreement.*



Contact Us



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**Dallas-Fort Worth
CLEAN CITIES**



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cleancities@nctcog.org



Update on EV Charging Station Programs and
Request for Matching Funds



North Central Texas
Council of Governments

Transit Strategic Partnerships Program May 2024 Cycle

Regional Transportation Council
10.17.2024
Gypsy Gavia, Program Manager

Transit Strategic Partnerships Program: Program Elements/Eligibility

The purpose is to implement public transportation services and support transit project ideas that address goals from Mobility 2045 Update and Access North Texas.

Eligible Applicants

Must be an entity that can receive federal funds, such as:

- Transit Authorities
- Public Transit Providers
- Local Governments
- Non-profits (encourage partnership with an existing transit provider)

Project Length

Typically, 2-3 year pilots (cannot be used for operating shortfalls)

Project Elements

Must be within Urbanized Area (UZA)

Encourage partnerships and collaboration between non-service providers and transit providers

Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice and transit-dependent populations, and risk



Transit Strategic Partnerships Program: Program Funding Overview

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available¹	\$1,998,204	\$8,905,741	\$798,896	\$713,890
May 2024 Cycle Project Requests	\$0	\$475,000	\$0	\$0
Remaining Funds in Transit Strategic Partnerships Program	\$1,998,204	\$8,430,741	\$798,896	\$713,890

¹ Program funding includes estimated amounts from Federal Transit Administration FY2024 Apportionment set-aside for regional transit projects.

In the May 2024 cycle, no projects were received and only one project was reviewed as a carryover from the previous November 2023 cycle.

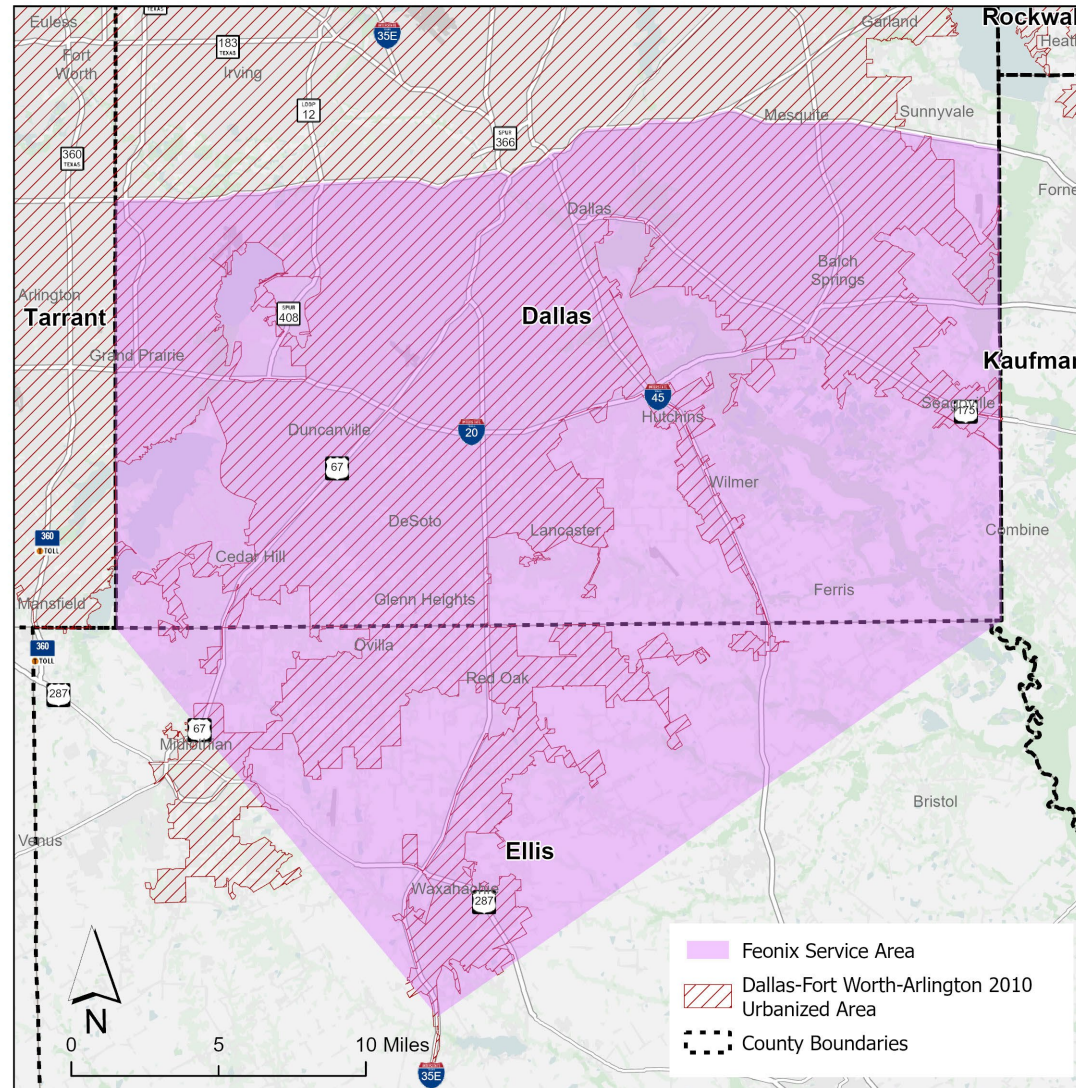


May 2024 Cycle Submitted Project: Recommendation Status

Applicant	Project	Description	Federal Total	Status
Feonix - Mobility Rising	Transportation Assistance Hub <i>(2-year pilot)</i>	<p>With Mobility Navigators, connect riders with existing public and private transportation services and create sustainable mobility plans to meet rider needs.</p> <p>In Southern Dallas County and portions of Ellis County within the Dallas-Fort Worth-Arlington Urbanized Area, offer access to volunteer drivers to fill gaps in service to mobility-impaired residents and senior citizens where no other service is available or accessible.</p>	Not to exceed \$475,000	Recommended for Funding



May 2024 Cycle Submitted Project: : Filling the Transportation Gap



May 2024 Cycle Submitted Project: Project Overview



Service Area:

Southern Dallas County (south of IH 30/ Hwy 80) and part of Ellis County (IH 35 corridor)

Target Populations:

Older Adults (65+) and Individuals with Disabilities

Community Partners Include:

- Dallas County Department of Health and Human Services
- Dallas County Commission, District 4
- Dallas Area Rapid Transit
- STAR Transit
- My Ride Dallas



November 2024 Cycle Funding Timeline

Now
Accepting
Proposals!!



¹Projects may get shifted to next cycle if more development is needed

²TIP mod deadlines subject to change

Next funding cycle is expected to open in Summer 2025



Contact Information



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DKelly@nctcog.org
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Program Email: TransitSPP@nctcog.org

<https://www.nctcog.org/trans/funds/cfps/transit-strategic-partnerships-program>



Community Noise Mitigation Program

Grant expected to be submitted October 22, 2024, to the Department of Defense for noise mitigation at six schools near Naval Air Station Joint Reserve Base Fort Worth

Goal is to improve quality of life near military installations; direct benefit to the economic driver of NAS JRB Fort Worth combined with Lockheed Martin

No funding request of RTC at this time – expected RTC local request of approximately \$150,000 - 200,000 in November 2024

Equivalent amount of local match to be provided by two school district partners – will leverage a 90% federal match from DOD if successful





NCTCOG PRESENTATION

Miles Matter Program Update Auto Occupancy/High Occupancy Vehicle Quarterly Report

Regional Transportation Council
October 17, 2024

Evolution of the Program

2006 - NCTCOG

RTC Tolled Managed Lane
Policy Established

- Initial deployment of manual HOV verification
- Explore automated verification

2017 – NCTCOG/TxDOT

Contract with Carma
Technologies for occupancy
detection and verification

2023 – TxDOT/NCTCOG

Contract with Carma
Technologies to Implement
Miles Matter

- Use of GoCarma for travel related credits
- Pilot test travel behavior incentives

2013 – LBJE ML Opens

LBJE opens with app-based
HOV declaration and manual
enforcement through Drive On
TEXpress app

2020 – NCTCOG/GoCarma

GoCarma occupancy
detection and verification app
went Live

2024 – NCTCOG/TxDOT

September Soft-Launch of
Miles Matter pilot test using
GoCarma app

High Occupancy Vehicle (HOV) Discounts – GoCarma App

TEXPress Managed Lanes (NCTCOG)



120-Mile TEXpress Lane Network

Drivers must use GoCarma to verify their HOV status to qualify for peak period discounts.



Integrated with 2 Toll Systems

Simple query to GoCarma system to request the HOV status of any registered vehicle.



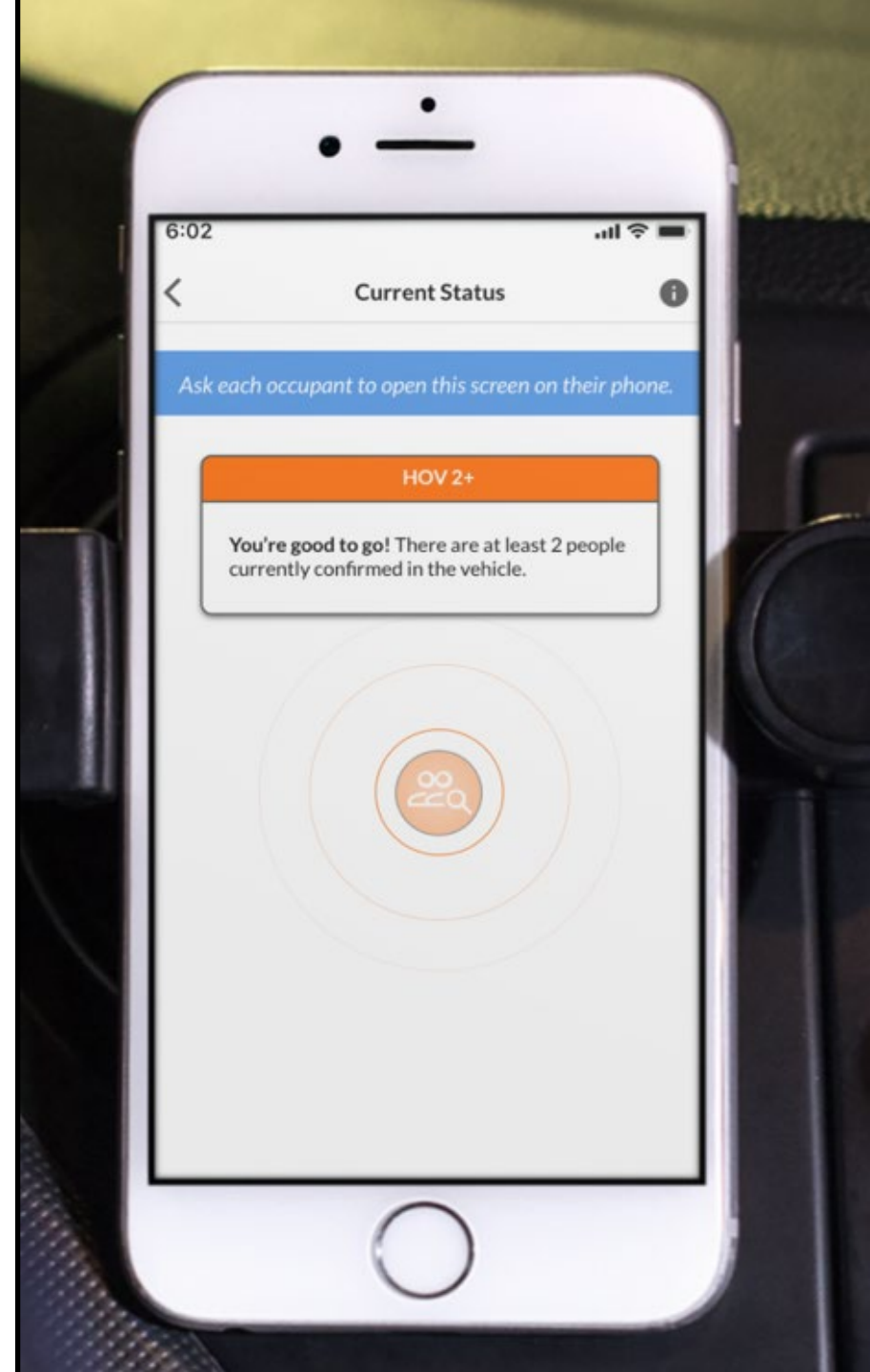
5.4 Million Toll Transactions Processed

HOV status verified for toll transactions associated with 75,000+ people in DFW.



Fully Automated and Easy

Eliminated roadside enforcement and 800+ monthly support calls.

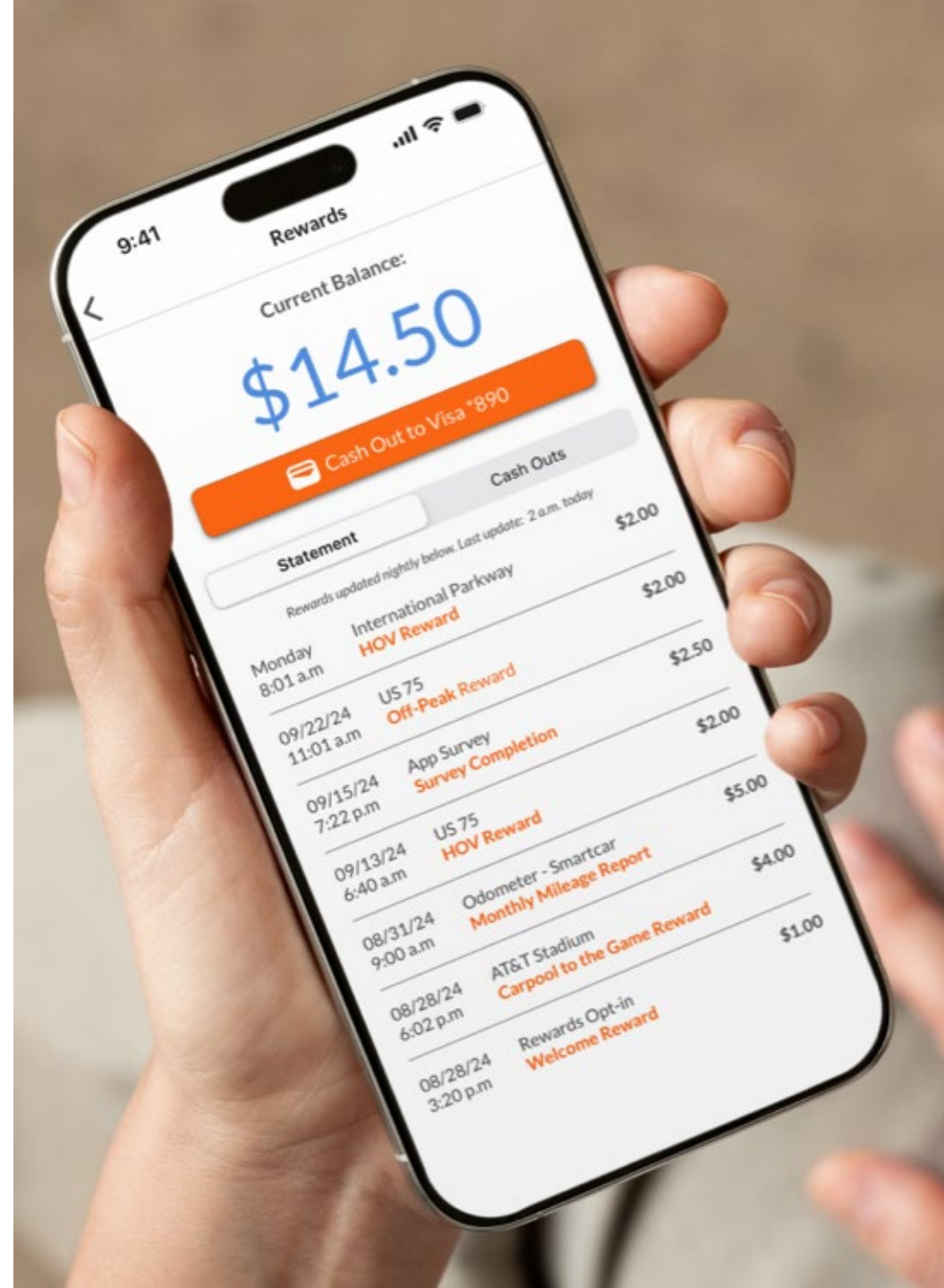


Miles Matter Program: Travel Behavior Incentives

Aligned to Policy Objectives Smartphone-Based Accounting

- Voluntary Program
- Personalized, Targeted Incentives for
 - HOV Travel
 - Peak Hour Avoidance
 - Congestion Avoidance
- No Roadside Infrastructure Required
- Works Everywhere*
- Utilize Points for Gift Cards
- In-App Transaction Transparency
- Full Accounting and Impact Reporting

* Limited to target corridors and travel behaviors in Miles Matter pilot project

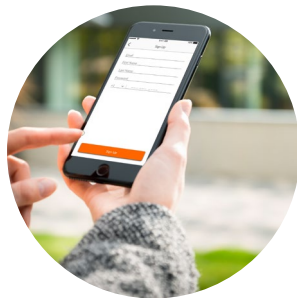


User Experience

Smartphone-Based Hands-Free Drive Verification



1. Download
GoCarma app for iOS and Android



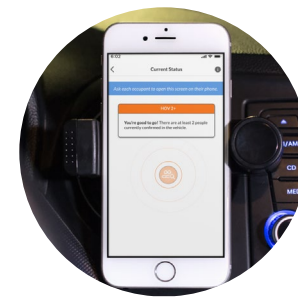
2. Sign Up
Enter name, email, phone number



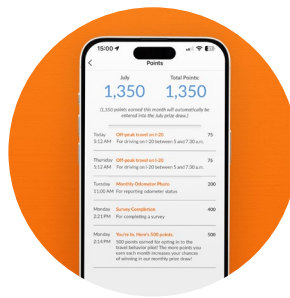
3. Add Vehicles
Enter or scan the license plate



4. Join Reward
Select users will be invited to join the rewards program.



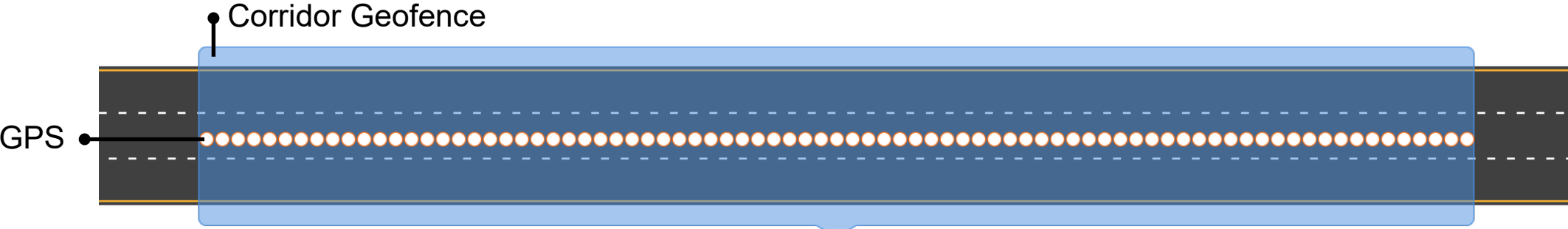
5. Just Drive
App verifies travel **automatically** when you drive in a target corridor.



6. Earn Points
Points for desired behavior change will automatically be added to your app.

Smart Transactions

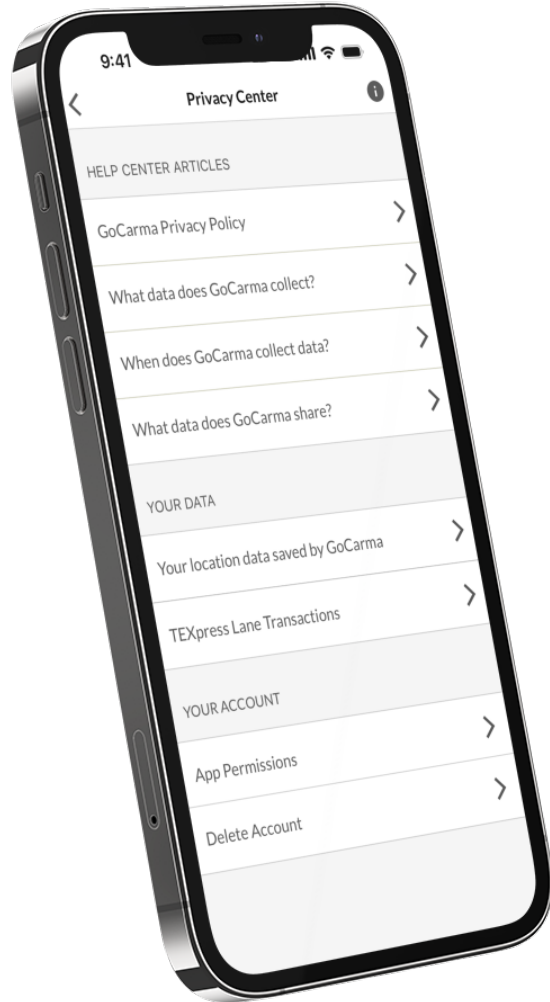
Automated Transaction Processing within Corridors



- Time
- Location
- Vehicle
- Vehicle Class
- Speed
- Direction
- Occupancy
- Traffic Condition
- Air Quality Condition

Privacy First

Designed for Comprehensive Privacy Preservation



In-App Privacy Center

Data Collection Within Geofenced Zones Only

Data Collection During Defined Time Periods Only

Transparent Access to Stored GPS Data

No unnecessary Data Collection

User Control of All App Permissions

Access, Modification and Erasure of Personal Data

No Sharing of Personal Data

Data Hosted on AWS Servers in the U.S. Only

Program Schedule

Soft-Launch – September 3, 2024

~ 500 participants from existing Carma users and by invite only

IH 35W

Receive Points:

Participating

Completing Surveys

Odometer Reading

Travel on I-35W between 5:00-7:00 AM and 9:00-11:00 AM

Phase Scenario / Corridor Launch – Fall 2024 to Fall 2025

Implement Various Scenarios

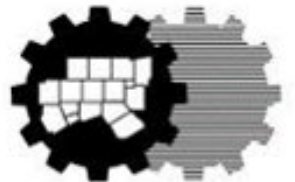
Implement on Various Corridors

Open to Additional Participants

Project Wrap-up – December 2025



High-Occupancy Vehicle Quarterly Report

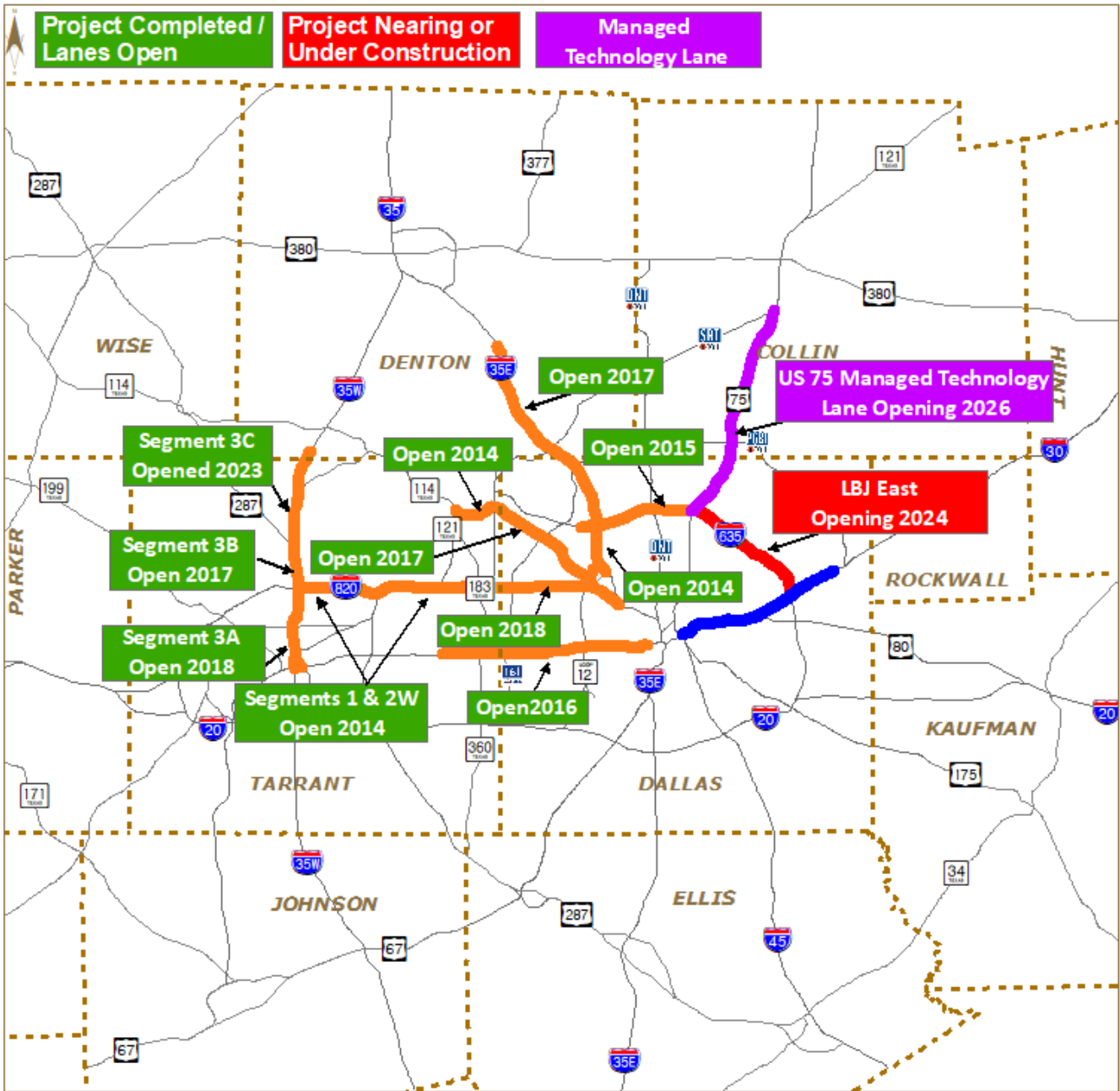
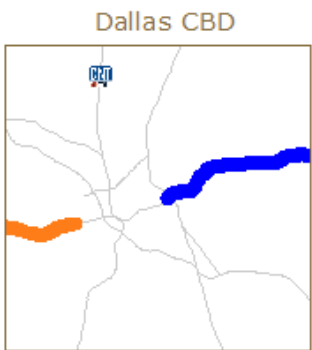
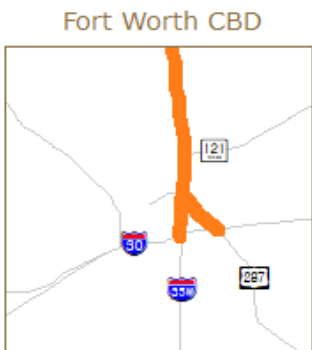


North Central Texas
Council of Governments

Managed Lane System

Current Express/HOV + New Managed Lanes

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



Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

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

\$10,241,569 as of August 2023

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

\$12,407 from October 2014 – September 2024

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$6,121,814	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$4,119,755	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through August 31, 2024



HOV Users

January 24, 2020 – August 31, 2024

Users: 76,982

Vehicles: 75,152

Occupant Passes: 13,716



Total and HOV Transactions

January 24, 2020 – August 31, 2024

Total Transactions – 5,733,652

LBJ/NTE Partners – 3,771,622

TxDOT – 1,962,029

Total HOV Transactions – 2,677,688 (~47%)

LBJ/NTE Partners – 1,819,606

TxDOT – 858,082

Unique Vehicles – 67,059



Association of Metropolitan Planning Organization Award

Award for implementing the first metro area transition from express lane police enforcement to automated smartphone verification. The award recognizes outstanding partnership among MPOs, transit agencies, and state departments of transportation.

Questions/Contacts

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**North Central Texas Council of Governments**

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

DATE: September 13, 2024

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

SUBJECT: Announcement for the November 2024 North Central Texas Council of Governments Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2023, the 16-county Dallas-Fort Worth region experienced 128,049 total reportable crashes, of which 22,611 were injury crashes, and 830 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 135 classes have been offered at the first responder level to 3,734 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 37 classes have been offered at the executive level to 1,400 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

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

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

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

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

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 7, 2024, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Friday, November 1, 2024. We look forward to your participation on November 7, 2024.



Michael Morris, P.E.

CF:cc

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



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

NOVEMBER 7, 2024 | 10AM - 12PM | IN-PERSON MEETING

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

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

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



**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department			0		City of Dallas	Fire Department			6	
	Police Department			21			Police Department			7	
City of Alvarado	Fire Department			0		City of Decatur	Fire Department			0	
	Police Department			6			Police Department			3	
City of Amarillo	Fire Department			0		City of Denton	Fire Department			1	
	Police Department			3			Police Department			20	
City of Argyle	Fire Department			0		City of Desoto	Fire Department			0	
	Police Department			3			Police Department			1	
City of Arlington	Fire Department			1		City of Duncanville	Fire Department			0	
	Police Department			34			Police Department			4	
City of Aubrey	Fire Department			5		City of Ennis	Fire Department			0	
	Police Department			0			Police Department			4	
City of Azle	Fire Department			0		City of Euless	Fire Department			1	
	Police Department			1			Police Department			4	
City of Balch Springs	Fire Department			1		City of Farmer's Branch	Fire Department			0	
	Police Department			1			Police Department			6	
City of Bedford	Fire Department			0		Town of Flower Mound	Fire Department			0	
	Police Department			6			Police Department			1	
City of Benbrook	Fire Department			0		City of Forest Hill	Fire Department			0	
	Police Department			24			Police Department			7	
City of Bridgeport	Fire Department			0		City of Forney	Fire Department			18	
	Police Department			1			Police Department			13	
City of Burleson	Fire Department			0		City of Fort Worth	Fire Department			0	
	Police Department			6			Police Department			17	
City of Caddo Mills	Fire Department			0		City of Frisco	Fire Department			2	
	Police Department			1			Police Department			2	
City of Carrollton	Fire Department			3		City of Garland	Fire Department			2	
	Police Department			12			Police Department			1	
City of Cedar Hill	Fire Department			0		City of Glenn Heights	Fire Department			2	
	Police Department			2			Police Department			10	
City of Celina	Fire Department			0		City of Granbury	Fire Department			0	
	Police Department			2			Police Department			7	
City of Cleburne	Fire Department			1		City of Grand Prairie	Fire Department			0	
	Police Department			6			Police Department			1	
City of Colleyville	Fire Department			0		City of Grapevine	Fire Department			1	
	Police Department			4			Police Department			8	
City of Coppell	Fire Department			0		City of Greenville	Fire Department			0	
	Police Department			6			Police Department			5	
City of Corinth	Fire Department			0		City of Hickory Creek	Fire Department			0	
	Police Department			6			Police Department			5	
City of Corsicana	Fire Department			1		City of Highland Park	Fire Department			0	
	Police Department			0			Police Department			1	
City of Cresson	Fire Department			1		City of Hurst	Fire Department			0	
	Police Department			0			Police Department			15	
City of Cross Roads	Fire Department			0		City of Hutchins	Fire Department			0	
	Police Department			3			Police Department			1	

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Irving	Fire Department	6	City of Princeton	Fire Department	0
	Police Department	9		Police Department	4
City of Joshua	Fire Department	0	City of Prosper	Fire Department	2
	Police Department	2		Police Department	0
City of Keene	Fire Department	9	City of Reno	Fire Department	0
	Police Department	4		Police Department	1
City of Keller	Fire Department	0	City of Rhome	Fire Department	0
	Police Department	15		Police Department	1
City of Kennedale	Fire Department	0	City of Richardson	Fire Department	0
	Police Department	3		Police Department	2
Town of Krum	Fire Department	0	City of Richland Hills	Fire Department	0
	Police Department	1		Police Department	6
Lake Cities	Fire Department	0	City of Rio Vista	Fire Department	1
	Police Department	4		Police Department	0
City of Lake Worth	Fire Department	2	City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	5		Police Department	0
City of Lavon	Fire Department	1	City of Rockwall	Fire Department	0
	Police Department	0		Police Department	4
City of Lewisville	Fire Department	4	City of Sachse	Fire Department	0
	Police Department	10		Police Department	0
City of Little Elm	Fire Department	1	City of Sanger	Fire Department	3
	Police Department	3		Police Department	6
City of Mansfield	Fire Department	0	City of Seagoville	Fire Department	1
	Police Department	3		Police Department	5
City of Maypearl	Fire Department	0	City of Southlake	Fire Department	0
	Police Department	1		Police Department	1
City of McKinney	Fire Department	1	City of Springtown	Fire Department	0
	Police Department	1		Police Department	1
City of Melissa	Fire Department	0	Town of Sunnyvale	Fire Department	0
	Police Department	3		Police Department	0
City of Mesquite	Fire Department	1	City of Terrell	Fire Department	0
	Police Department	0		Police Department	3
City of Midlothian	Fire Department	0	City of University Park	Fire Department	0
	Police Department	16		Police Department	2
City of North Richland Hills	Fire Department	3	City of Venus	Fire Department	0
	Police Department	27		Police Department	19
Town of Northlake	Fire Department	0	City of Waxahachie	Fire Department	0
	Police Department	1		Police Department	16
City of Oak Point	Fire Department	0	City of Weatherford	Fire Department	5
	Police Department	2		Police Department	7
City of Pantego	Fire Department	1	City of Willow Park	Fire Department	2
	Police Department	0		Police Department	1
City of Plano	Fire Department	1	City of Wilmer	Fire Department	2
	Police Department	48		Police Department	13
City of Ponder	Fire Department	1			
	Police Department	0			

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	17
	Sheriff's Department	5			
Dallas County	Fire Department	146	TxDOT - Fort Worth District	Mobility Assistance	20
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	17
				DPS	2
Johnson County	Fire Department	0	LBJ Infrastructure Group	Other	31
	Sheriff's Department	3			
Rockwall County	Fire Department	0	Lindsey Transportation	HOV	16
	Sheriff's Department	34			
Tarrant County	Fire Marshal	0	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	48			
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	1			
			NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	133
			Texarkana	Police Department	1
			Trinity Metro	Other	5
			Towing	Wrecker Services	21

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	2									2
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2							9
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									
City of Commerce		1								1
City of Coppell	1	1								2
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		7					20
City of Decatur		1								1
City of Denton	2							1		3
City of DeSoto	1	1								2
City of Duncanville	1		1							2
Town of Edgecliff Village		1								1
City of Ennis	2	1	2							5
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch					1					1
City of Ferris	5	5								10
Town of Flower Mound	4	3						1	4	12
City of Forest Hill			4							4

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	4	12
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							1	3
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9				4					13
City of Richland Hills	2	1			1					4
City of Roanoke	2	1								3
City of Rockwall	4	1								5
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	4									4
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	5	2								7
City of Waxahachie	2	1								3
City of Weatherford		2						2		4
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	2	2								4
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										
Collin County	2					1				3
Dallas County	43				2	2		3	22	72

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	3									3
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
DFW Airport	1						1			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								1		1
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					80				34	114
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					3					3
TxDOT - Austin								1		1
TxDOT - Dallas								10		10
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	293	164	25	3	131	3	12	119	82	750



Blue-Green-Grey Application for New Ideas Round 4 Project Funding Recommendations

Regional Transportation Council | October 17, 2024

Karla Windsor, Program Manager

ELECTRONIC ITEM 4.4

*Hatcher Station Community Garden, BGG Round 2 Award (2018)
Image courtesy of DART*

Purpose of Initiative

Promote the planning and construction of green or sustainable infrastructure in the region

Advance small projects with innovative outcomes that can be scaled and/or replicated regionally

Focus on three elements:



Blue – Water



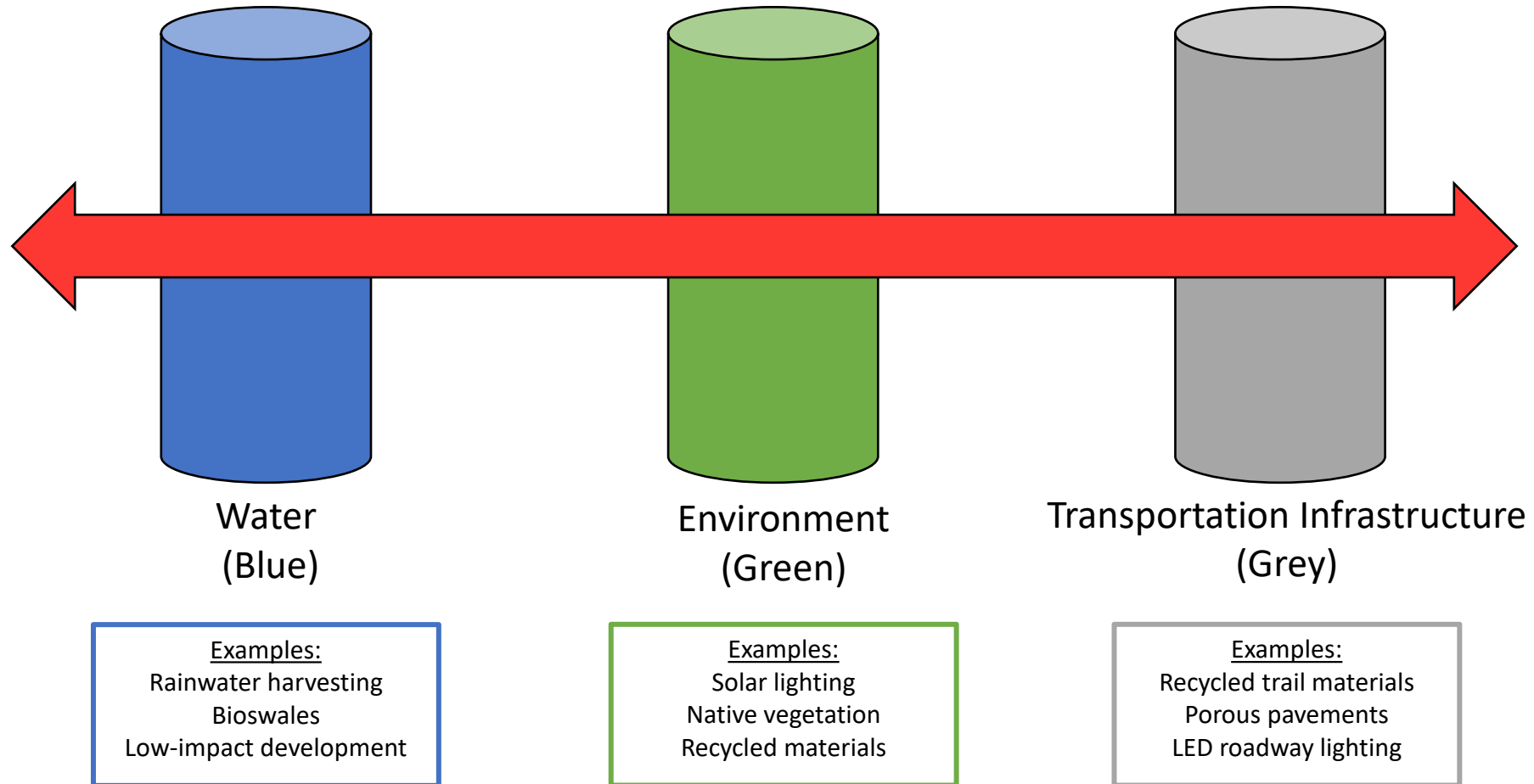
Green –
Infrastructure



Grey –
Transportation
Infrastructure



Blue Green Grey: Silo Busting Projects



Previously Funded Projects

Funding Years

2017

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

2018

DART Hatcher
Station Community
Garden Pilot
Program

Bishop Arts Bicycle
Parking Retrofitting
Pilot

Watauga
Biofiltration System

2021

City of Allen Inlet
Floatables Filter

City of Dallas Bottom
District Green
Neighborhood
Design Guidelines

University of
Arlington
Biofiltration Swales
Testing

Previous Funding Rounds

Funding awarded to date:

FY 18: \$109,170

FY 19: \$138,500

FY 20: \$201,410



*Farmers Branch Green Bus Stop Designs BGG Round 1 Award (2017)
Images courtesy of City of Farmers Branch*



Application for New Ideas Round 4

Funding: \$250,000 total (RTC Local); no local match required

Call opened: July 15, 2024

Call closed August 16, 2024 at 5 PM

Project review committee of 5 NCTCOG staff members reviewed and scored applications



Recommended Funding

Project Name	Description	Cost	Average Rank
Allen - Inlet Filter Pilot Program	Implementation of designs previously funded through BGG for innovative inlet filters to reduce floatables in stormwater runoff from roadways	\$75,000	1.8
DART - Vermiculture Food Waste Composting at Lawnview Station	Install innovative fermentation / vermiculture food waste composting at Lawnview Station for use at community gardens	\$90,000	2
Frisco - Median Bioswale Retrofit Parkwood Blvd	Innovative application of a bioswale in a roadway median for stormwater management as demonstration project	\$83,300	2.3
TOTAL RECOMMENDED		\$248,300	
<i>Projects Not Recommended for Funding</i>			
UT Arlington - Critical Source Area ID for Nonpoint Pollution			5.2
Lewisville - LLELA Kayak Launch Redesign			5.3
Water is Alive - Healing the Earth with Microbes and Plants			5.7
Green Arlington Foundation - Pumps for Parks			6.5
<i>Projects Withdrawn by Applicant</i>			
Dallas County - Goat Island Preserve Parking Lot Rehab & Beautification			NA
Fort Worth - Mobile Collection Unit Digital Billboards			NA



Round 4 Schedule

Call for Applications Opens	July 15, 2024
Pre-application Workshop	July 17, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications Due	August 16, 2024 @ 5 pm
Application Review and Scoring	September 2024
Recommended Projects Presented to STTC - Information	September 27, 2024
Recommended projects presented at Transportation Public Meeting	October 15, 2024
Recommended Projects Presented to RTC – Information	October 17, 2024
Recommended Projects Presented to STTC - Action	October 25, 2024
Recommended Projects Presented to RTC – Action	November 14, 2024

Contact Us



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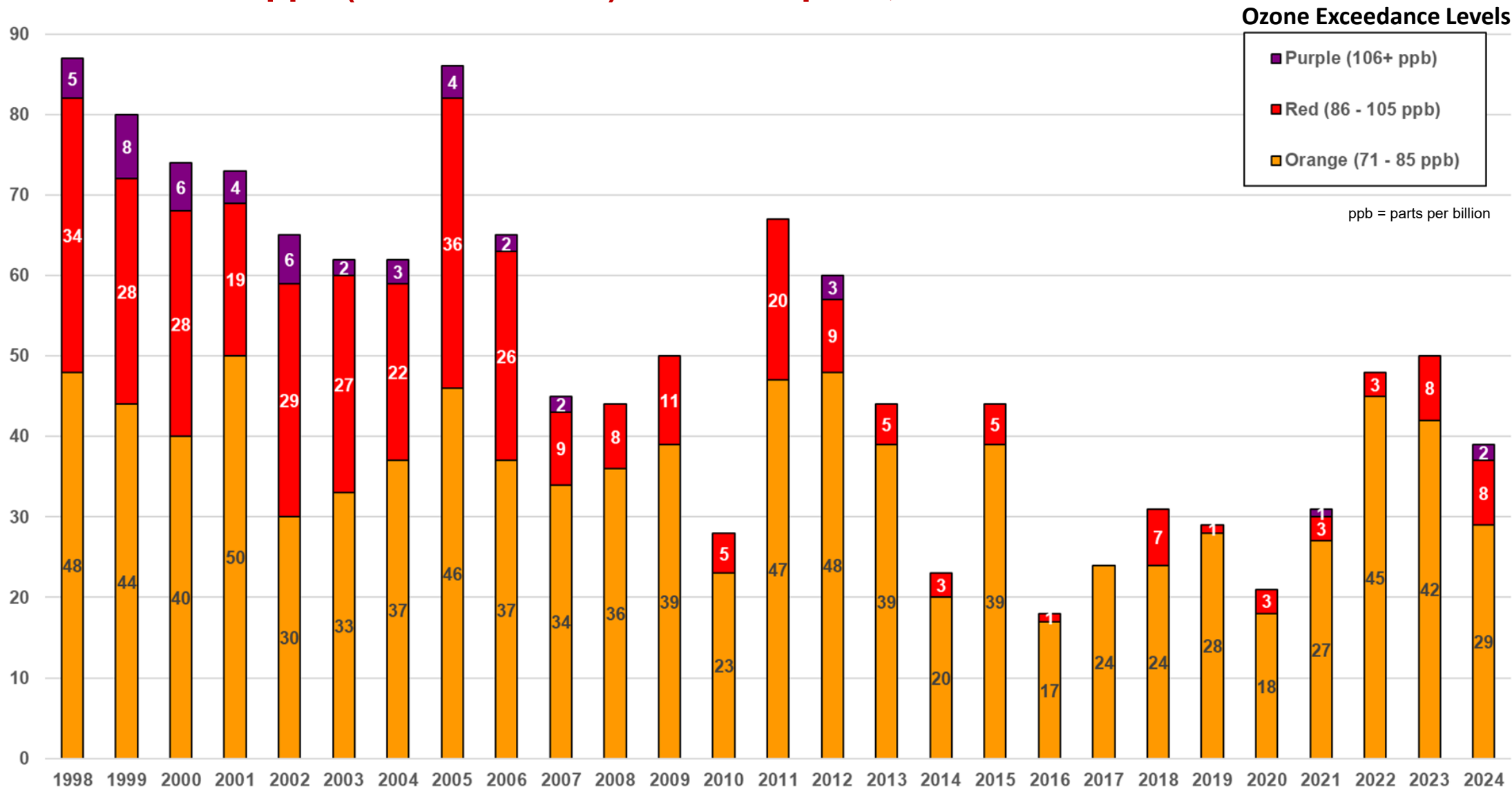
Devia Joshi
Transportation Planner

djoshi@nctcog.org



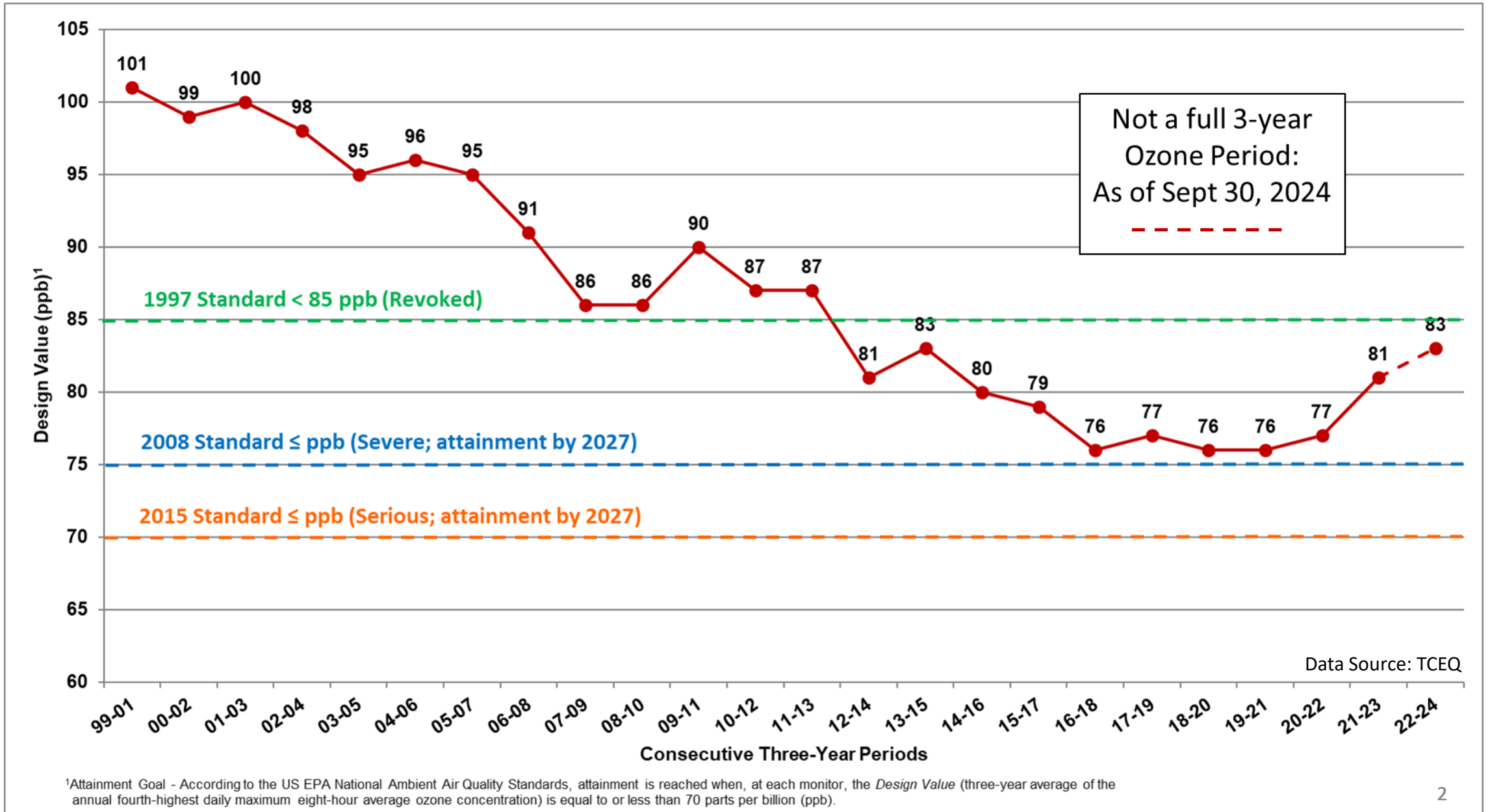
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (2015 Standard) – as of Sept 30, 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.

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

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 Tuesday, Aug. 20 through Thursday, Sept. 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and air quality 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 52 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/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. Learn more about Ozone Action Day! @NCTCOGtrans — Dallas Climate Action (@DallasClimate)



2. Today is an Ozone Action Day, Level Orange! Unsure what that means? Watch this informative City of Dallas video to learn what an #OzoneActionDay is and how we can help keep our air quality safe. If you want more information, visit our partners @NCTCOGTrans. —

Green Dallas (@GreenDallas)



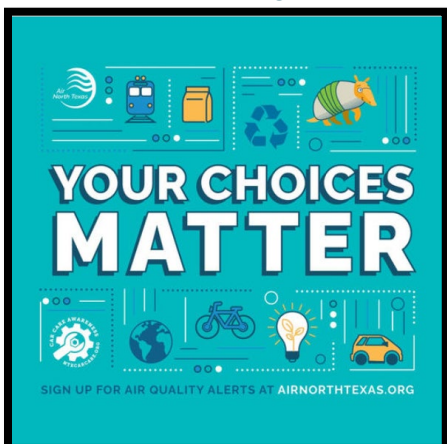
Facebook –

1. Ozone Action Day – Ozone in the DFW area on Thursday, August 22, 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



I am going to drive to Wichita Falls to save the planet by riding my bike. Won't affect ozone in DFW, right? — Steve Pyle

2. Be a part of the regional air quality solution! Keep your vehicle properly inspected and maintained all year round to ensure the air we breathe is clean. Learn more at www.airnorthtexas.org — NCTCOG Transportation Department



You forget to park the jets. They put out way more bad air than my 4cy engine. —
Marcia Brown Richmond

No more toll lanes! — Gordon Scruggs

3. Are you interested in learning more about EVs from actual owners? Come out to our North Texas National Drive Electric Week celebration! — NCTCOG Transportation Department



■ NO — Bruce Williams

Bruce Williams yes. ■ U. — Matthew Bass

EVs. Lol — Shawn Whitehead

Do one in Dallas, too — Marie Tedei

😬 shocking! — Bill Ellis

Who declares this ■? — Larry Bartoli

Why? — Keith Kellermeyer

Keith Kellermeyer because people like to complain about Ev's until they try them. Once they try them people realize the benefits and power an Ev has and people typically change their minds in a more favorable fashion toward Ev's. — Matthew Bass

Matthew Bass so much toxic waste — Keith Kellermeyer

Keith Kellermeyer mine it once and enjoy it for a long time. Recycle it for future use. Battery recycling by Redwood recently achieves a 95% recycling recovery rate for batteries. Companies like Panasonic can purchase those materials for new packs. — Matthew Bass

Texas Barbecue night to be announced when the next one catch's fire — Rod Gaskill

Can't wait — Jesse Garza

Junito Rodriguez — Pedro Tirado Caban

Pedro Tirado Caban: This is amazing!! Thank you for letting me know. — Junito Rodriguez

Janet Baska — Jeff Baska

I'll save you guys the trip - I've owned two and I'll never buy another one, you're welcome. — Donny Baker

Donny Baker So, you bought one and hated it so much that you bought another one. — Steve Yates

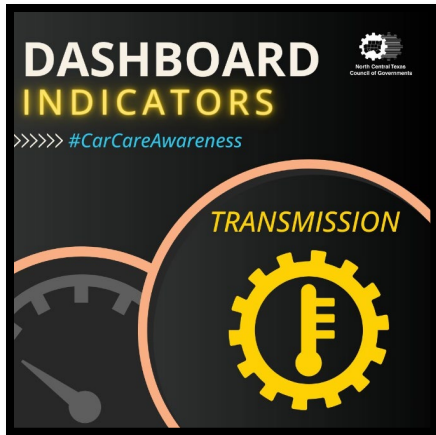
Nice way to receive an introduction — Amos Lapp

Instagram –

1. Today is an Ozone Action Day, Level Orange! Unsure what that means? Watch this informative City of Dallas video to learn what an #OzoneActionDay is and how we can help keep our air quality safe. If you want more information, visit our partners @NCTCOGTrans. — Green Dallas (@GreenDallas)



2. If you see this transmissions indicator light, there is a potentially serious issue with your transmission, affecting vehicle emissions and the health of your transmission. Don't ignore it! Learn more at ntxcarcare.org #CarCareAwareness #CarCareTips #TipTuesday — NCTCOG Transportation (@nctcogtrans)

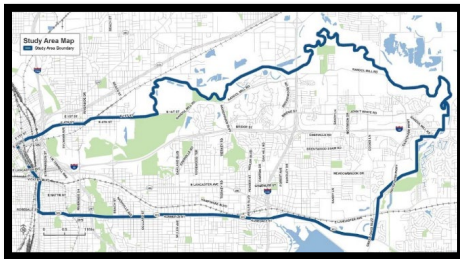


Oh thats the Ford Indicator, its how you know you drive an authentic Ford and not some knock off — Austin Hamill (@greatvalue.exe)

Bicycle/Pedestrian/Sustainable Development

Instagram –

1. The Fort Worth Eastside Transportation Plan (FWETP) is a plan that engages the community in the selection of a preferred alternative for a rebuilt roadway for Lancaster Avenue, Brentwood Stair Road, and Bridge Street. The goal is to improve mobility in East Fort Worth by enhancing pedestrian, bicycle, transit and roadway connectivity and interoperability and by eliminating mobility barrier, while reducing bike and pedestrian crashes. It is of the project’s priority to be “respectful of the community, pedestrian-oriented, creates a sense of place, and catalyzes investment.” The study will evaluate the potential of high-capacity transit (HCT). On August 12, Fort Worth city staff met with representatives from @ridetrinitymetro, @txdot, and @nctcogtrans to discuss transit improvement initiatives along East Lancaster Avenue (State Highway 180), stretching from Pine Street to South Handley Drive. For more info, including how to submit questions and meeting recaps, check out www.fortworthetp.com Source: www.fortworthetp.com, Irving Weekly #eastfortworth #walkablefortworth #meadowbrook #lancaster #eastlancaster #fortworthcycling #fortworthbikers — Walkable Fort Worth (@walkablefortworth)



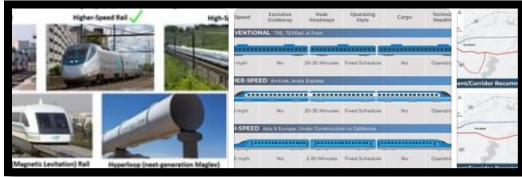
High-Speed Transportation

Twitter –

1. A Federal #highspeedrail Authority (HSRA) could assist Texas to reinvigorate their key high-speed route. Should the Federal or State government own the right of way? #Rail #Speed @Amtrak @HouGalvAreaCog @NCTCOGtrans — Ian Ollis 🌐 (@ianollis)

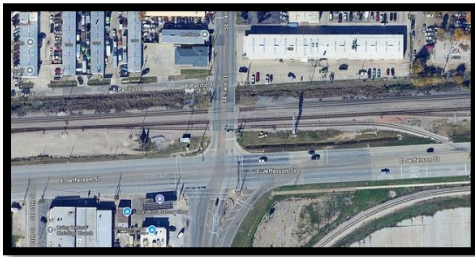
Threads –

1. My strong opinion is @nctcogtrans should've chosen conventional HSR train (e.g. Amtrak Acela) instead of bullet HSR train between DALLAS and Ft Worth. For starters, it's wrong to assume bullet train (top 250 mph) will automatically be faster than conventional (top 125mph) for all trips. NCTCOG claims bullet HSR would take 23 minutes between Dallas and Ft Worth. Great! Let's do math: 36 miles / 23 mins = 93 mph. Why spend \$11B on bullet train that'll never go faster than conventional? — Hexel Colorado (@hexel.co)

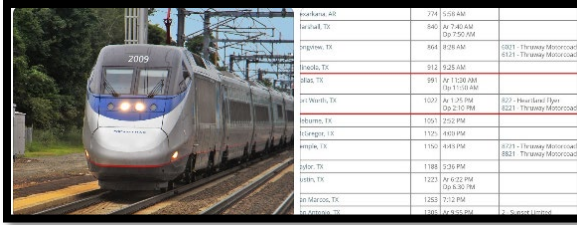


Other considerations: City Council rejected last bullet train proposal due to elevated track's impact on development around Union Station downtown. Latest proposal skips Union Station altogether. " @amtrak voiced concerns about the elimination of pedestrian connections in the alternative route." Q: Y'know what rail option Won't hurt downtown development, Easy access at Union Station, Can interface with Amtrak, and Won't cost equivalent of 5 DART Silver Lines? A: Conventional rail <https://www.dallasnews.com/news/transportation/2024/09/10/plans-for-dallas-fort-worth-bullet-train-that-bypasses-downtown-moves-ahead/> — Hexel Colorado (@hexel.co)

Here's a bright idea: If NCTCOG has the capacity to throw ideas around for various bullet train alignments, why not throw conventional rail back into the mix? You may say, "but we already moved past that decision phase." That's an arbitrary constraint. Is there a law against putting conventional rail back on the table? If you're willing to propose sophisticated bridges and complex engineering solution, surely we can figure out how to add a few more tracks along UP railway. — Hexel Colorado (@hexel.co)



More considerations: Dallas to Fort Worth in 23 minutes is a lot less impressive considering @amtrak Texas Eagle already does the same run in 35 minutes daily, which is already faster than drive time of 40-45mins printed on NCTCOG promo. And that's with their old rolling stock going what amounts to 61 mph. Imagine how much faster the trip would be if we got their new Acela trains! Acela top speed is 160 mph, and we only need 93 mph to make 23min run; bullet train is overkill. — Hexel Colorado (@hexel.co)



With the conventional T&P alignment, we'd immediately have @amtrak as an operator. They already hold rights to use Union Pacific track, and they have backing of federal government to enforce prioritization of passengers over freight. @txdotdallas already identified all existing grade crossings w/ UP as "likely feasible" for grade separation for total cost \$111M, a tiny fraction of \$11B for completely new bullet track under I-30. — Hexel Colorado (@hexel.co)

Table 2: Summary of Information on Grade Separation Concepts (\$ in Millions)

DOT #	Street	Railroad/ Subdivision	2022 Trains/Day	2022 AADT	Cost	BCA
021636L	Colt Road	KCS Alliance	9	45,077	\$29.5	○
789653H	FM 2514	KCS Greenville	14	32,000	\$20.7	-
414717F	Bus SH 121	DCTA	64	41,000	\$29.0	-
597747C	Nursery Drive	TRE DPW	71	13,612	\$19.7	⊕
597759W	Market Center Blvd	TRE DPW	78	15,500	\$41.5	-
672161A	Royal Lane	DART Madris	20	25,016	\$23.5	⊕
672171F	Pioneer Drive	DART Madris	8	6,200	\$27.3	⊕
794844D	Jim Miller Road	UP Mincoia	34	21,000	\$49.2	-
794920A	Westmoreland Rd	UP Dallas	42	30,166	\$54.5	⊕
794929F	Chick Hill	UP Dallas	42	9,987	\$22.9	⊕
794971E	Great Southwest Pky	UP Dallas	42	15,133	\$33.6	⊕
009478S	Seminary Drive	BNSF Fort Worth	28	15,397	\$27.5	○
009488J	Hempthill Street	BNSF Fort Worth	28	12,794	\$18.5	○
020538Y	McLenny ²	Multiple	60	6,100	\$44.1	-
000634B	Avondale Hosiery Rd	BNSF Fort Worth	50	9,100	\$27.3	-
020646E	Seminary Drive	FWRW Dublin	6	7,352	\$27.2	○
598341W	Beach Street	TRE DPW	78	24,000	\$15.9	-
765265R	Seminary Drive	UP Midlothian	13	10,870	\$51.5	○
839206W	Winscott Road	UP Baird	21	12,770	\$21.1	○
NEW	Heritage Trace	Multiple	38	-	\$35.3	-
NEW	McPherson	UP Fort Worth	47	-	\$20.1	-

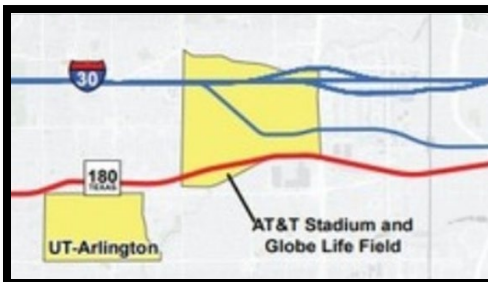
● = very feasible ⊕ = likely feasible ⊖ = likely infeasible ○ = very infeasible
 Source: TranSystems and CDM Smith.
 NOTE: Economic feasibility evaluation with a benefit-cost ratio was not completed for every concept.

Grade Separation Economic Feasibility

The benefit-cost analysis (BCA) measures economic feasibility of grade separation concepts by comparing projects' estimated improvement costs with monetized societal benefits. Costs and benefits are estimated in net-present, real (constant) 2020 dollars.

2. A road not technically feasible to grade separate (McLenny and Dublin) is shown.

I'll end on one last point: A rail station in walking distance to @utarlington is far greater than a rail station buried under the interstate. cc: @walkablearlington — Hexel Colorado (@hexel.co)



Public Involvement

Twitter –

1. 📍 We want to hear from you! Join us for a public meeting about #transportation safety along Abrams Road and Skillman Street. #dallastraffic #dfwtraffic #VisionZeroDallas #VisionCeroDallas — Dallas Transportation & Public Works Department (@DDOTransport)



Facebook –

1. How well does the Dallas-Fort Worth transportation system meet your needs? — NCTCOG Transportation Department



Please see Attachment 1 for comments submitted via Facebook.

2. How well does the Dallas-Fort Worth transportation system meet your needs? — NCTCOG Transportation Department



Crockett county? — Darrell Leslie Long

The road infrastructure needs a complete rebuild. The roads are terrible. One question. Why are the construction companies not made to rebuild roads that have not met standards when they were new. There are many roads that just shake our cars and trucks to pieces. Don't you require a warranty on the construction companies finished product? — Don Keith

Not at all in Hunt County, I live in Commerce Texas. — Patricia Hall

The Dallas -Fort Worth Transportation system should partner with the Revo Ride Share App through us, to give more rides. — Bob Galveston

Auto — Sidney Morrison

Lmao — Gayla Smith

We need scheduled transport from the suburbs to the city. — Mildred Hestand

There is public transport?? 🤔🤔🤔 — Maaike Derksen

3. Do you walk, ride, bike, or drive in Dallas-Fort Worth? We need your input! — NCTCOG Transportation Department



All streets in Texas are terrible. The speed limit is to fast and dangerous — Gladys Layne

Instagram –

1. How well does the Dallas-Fort Worth transportation system meet your needs? — NCTCOG Transportation Department



It does not — Elle Plaster (@elleplaster)

I would like to get to the Botanical Gardens in Fort Worth from Bedford. And back. I volunteer there. Round trip by Uber costs me \$40 on a good day. At present I can only afford once a week. — Anne Hollingworth (@miniart18)

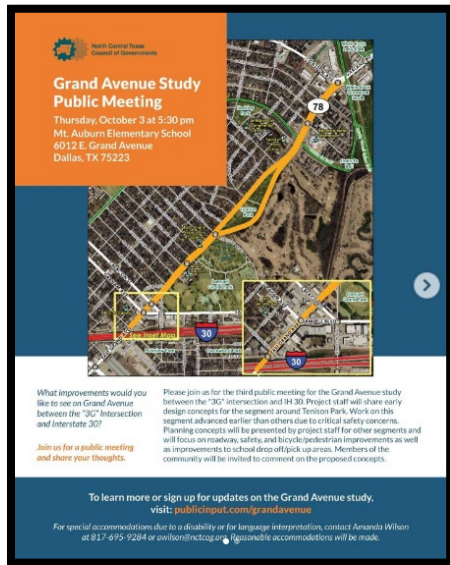
Hunt county has no public transportation at all. I'm sure many of the surrounding counties are in the same boat. — Adalis (@adalis.m.m)

It doesn't. It's 100 years behind every major city — Kelly Shanley (@kellygirlirish)

Lol since when has NCTCOG given a [REDACTED]? — Christopher Burge (@chrisburgetx)

2. @nctcogtrans is hosting a public meeting to discuss the proposed redesign of Grand Avenue. This road is a major divider in East Dallas, situated by multiple schools, parks, trails, and other amenities that should be safe to walk and bike to. Come to the meeting and make your voice heard. Details: Thursday, October 3 5:30pm Mt. Auburn Elementary 6012 E. Grand Avenue —

Dallas Bicycle Coalition (@dallasbicyclecoalition)



Nextdoor –

Please see Attachment 2 for comments submitted through Nextdoor.

Roadways

Twitter –

1. @GregAbbott_TX @DallasMayor @MayorMattie @Fox4 @NBCDFW If we can spend billions on the border & immigrants, then we can spend the \$\$ on fixing the loop 12 problem. A four-lane elevated loop all the way around & then using the existing roadway as on/off - local traffic would fix it. [REDACTED] investment - but necessary for the future as DFW & TX business grows. It'll be inevitable at some point; so why not now, & stop the pedestrian deaths? Trying to 'slow down' traffic in the long term is both stupid and anti-growth. & TX growing is inevitable too. Go with the flow, not against it. @NCTCOGtrans @NCTCOG_Official— Jeff Klumpp (@jKlumppster)

Email –

1. Trish and John Donaghey

Per The Princeton Herald in July, a four or six-lane divided hwy will replace FM 982 in Collin Co., work to begin in 2027. Question: How are four or six lanes going to get onto two-lane bridges across Lake Lavon from Princeton to Lucas to Allen? Concerned re: total gridlock.

2. Vandra Hall

Good morning, our neighborhood is impossible to safely leave or enter with only one way. Redbird Lane is extremely narrow and traffic on FM 1187 is extremely heavy. Please help save lives and decrease accidents by installing more traffic lights. The speed limit is 50 mph, but traffic can be clocked at 70 mph. We need your help. We must work together to solve this

problem.

RTC/STTC/Executive Board

RTC –

Please see Attachment 3 for comments submitted during the RTC meeting on September 12, 2024.

Twitter –

1. I'm excited to represent the City of Dallas on the @NCTCOGtrans Regional Transportation Council. This important coalition of local leaders empowers member-municipalities to pursue transportation projects and planning essential to the success of the DFW region. #D2 #Dallas — Dallas City Council District 2 (@CityofDallasD2)



Instagram –

1. I'm excited to represent the City of Dallas on the @nctcogtrans Regional Transportation Council. This important coalition of local leaders empowers member-municipalities to pursue transportation projects and planning essential to the success of the DFW region. #D2 #Dallas
Estoy emocionado de representar a la Ciudad de Dallas en el Consejo Regional de Transporte @nctcogtrans. Esta importante coalición de líderes locales empodera a los municipios miembros para llevar a cabo proyectos de transporte y planificación esenciales para el éxito de la región DFW. #D2 #Dallas — Jesse Moreno (@dallascitycouncildistrict2)



Transit

Email –

1. Cindy Lewis

I am 71 and a new resident in the Branch neighborhood of Princeton, TX 75407. Are there any plans to bring public transportation to our area? If I have sent this to the wrong department, could you please forward it for me?

Response by NCTCOG Transportation Staff:

Thank you for reaching out to us about public transportation in Princeton. Your concerns about connectivity and accessibility in this area are very important and we appreciate you sharing them. Identifying gaps such as this can help us better understand where the need for expanded public transportation service exists. The following is a description of existing public transportation services in the City of Princeton:

Collin County Transit is a service managed by the McKinney Urban Transit District (MUTD) and powered by Dallas Rapid Area Transit (DART) Mobility Service. The service provides on-demand shared rides to qualifying riders from McKinney, Melissa, Celina, Lowry Crossing, Princeton and Prosper. Qualifying criteria to apply for the service is to be an individual with low household income, 65 or older, or a person with a disability. To learn more, you can visit their website at [MUTD Eligibility Form \(dart.org\)](https://www.dart.org/mutd-eligibility-form).

We recognize there is still additional demand for public transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. If you would like to participate in our plan's survey and outreach, please visit our page at www.AccessNorthTexas.org.

If you have any questions, please reach out to either me or Zoë Aguilar at zaguilar@nctcog.org.

Instagram –

1. Friends - we've got to get Arlington moving right 🇺🇸 🇲🇽 🇩🇪 🇪🇺 ✨ Our campaign continues to grow and we are needing some extra hands with research and outreach... smvmt.us/Tarrant Meet week we have:

- ✨ the @nctcogtrans transportation meeting Monday 9 at noon (note takes and report back)
- ✨ canvassing at UT Arlington around our public transportation petition Tuesday 10 at 9 am (smvmt.us/arlington & smvmt.us/ntxrail)
- ✨ Arlington city council meeting Tuesday night at 6 pm (public comments and report back)
- ✨ Sunrise Tarrant public transportation team meeting Wednesday 11 at the downtown library at 6 pm
- ✨ 🇺🇸 🇲🇽 🇩🇪 🇪🇺 Art build for the campaign Friday 13 at 6 pm at the UTA architecture building courtyard (message us for more details)

If you are ready to help organize young people around public transportation in Arlington and across Tarrant County - Join us! 🇺🇸 smvmt.us/Tarrant — SUNRISE MVMT. -Tarrant County

(@sunrisetarrant)



Attachment 1



Wm Atkins

Well you've ruined I-35 from downtown Fort Worth to the racetrack and you've ruined NE Loop 820 with you ridiculous, overpriced toll roads that working folks cannot not afford.

But they work out well for your buddies at North Texas Mobility Partners.

4d Like Reply [Send message](#) Hide



Albert Mantell

I can go anywhere in Ft.Worth. However my family is in Arlington. No public transportation goes there.

4d Like Reply [Send message](#) Hide



Crystal Main

Fix I-20 in parker. It's a death trap

6h Like Reply [Send message](#) Hide



Joe Zihlman

The real problem with public transportation is..... SAFETY from crime. They don't call DART the "Mugger Mover" for nothing.

3d Like Reply [Send message](#) Hide

4



Violet Alexander

[Joe Zihlman](#) you can have officers ride the cars intermittently. Put up cameras. Other cities have solved that problem, Texas is smart enough to solve it too.

12h Like Reply [Send message](#) Hide



Joe Zihlman

[Violet Alexander](#) you would think so, but go ride DART unarmed and see how you feel.

6h Like Reply [Send message](#) Hide



Violet Alexander

[Joe Zihlman](#) I have rode the DART from Plano to Dallas when I was working. During daytime hours, it was fine. In the evening, after 7pm, it was sketchy. That's when you especially need authority's presence felt. I will say AGAIN, other cities have found a way to deal with these issues and I know Dallas/Ft Worth can figure out a solution to provide effective and safe public transportation for its people.

32m Like Reply [Send message](#) Hide



Reply as NCTCOG Transportation...



Murrell Masengill

It absolutely does not. Going into town by bus to get to a place that's outside 635 is an agonizing journey taking at least 90 minutes.
Dallas needs to start addressing the inevitable gridlock. Unrestrained developments are not good.

3d Like Reply [Send message](#) Hide



Michael Esaili

None whatsoever for Ellis County!

19h Like Reply [Send message](#) Hide



Forest Aten

What? Dallas and Ft. Worth have a "transportation program"?? LOL

4d Like Reply [Send message](#) Hide



Yvonne Frazier

Transportation system in Fort Worth is on a scale of 1-10 I'll say a 1

13h Like Reply [Send message](#) Hide



Todd Taylor

Mass transit is a massive drain on economy. Anywhere. It is a drain on taxpayers. It generates absolutely little revenue. Totally taxpayer funded for unsafe transit for the few. This isn't New York. By the way, how's their budget on transit? [REDACTED] that beaurocratic, get rich quick scheme about to unfold for a bullet train between Dallas and Houston. Should not even be considered 🤔

3d Like Reply [Send message](#) Hide



Leslie Rathbun

It doesn't. There is no public transportation where I live.

1d Like Reply [Send message](#) Hide



Violet Alexander

[Leslie Rathbun](#) me too, that's a shame.

12h Like Reply [Send message](#) Hide



Reply as NCTCOG Transportation...



Violet Alexander

There is NO public transportation in Allen. If you don't have a car, you're out of luck.

12h Like Reply [Send message](#) Hide



Linda Willard Jones

The only options for travel in Hunt County are SH 380, US Hwy 69, Tx Hwy 34 and I-30. SH 66 is not viable to Dallas. If you have a car or qualify for The Connect Van those are the only transportation options available in Hunt County. There is no way to go west of Greenville except I-30 and SH 380. Transportation to Plano, Garland or Ft Worth area is time consuming and for those not working costly.

3d Like Reply [Send message](#) Hide



Mitchell Wilson

Johnson county is more rural than anything. And not that good.

3d Like Reply [Send message](#) Hide

2



Gil McGuire

Don't know anything about it, but assuming it's costly!

2d Like Reply [Send message](#) Hide



Teresa Mears Daubach Box

Add Fannin County to your project. There is a big need.

3d Like Reply [Send message](#) Hide



Cathleen Bee

In the 14 years I've lived in McKinney I've never seen anything that looked like a public transportation vehicle.

5h Like Reply [Send message](#) Hide



Kal Silverberg

I've worked and lived in Fort Worth for 38 years. The transportation options I have today are the same they were 38 years ago. I don't have another 25 years to wait.

12h Like Reply [Send message](#) Hide



Michael Seiber

I don't want anything to do with Dallas Fort Worth transportation .. Dallas is just greedy and wants to increase taxes to pay for lousy service . No thank you!!



Katy Mac Kenzie

Hahahaha. It is a complete joke, absolute rubbish.

4d Like Reply [Send message](#) Hide



Linda Bridges Cook

It would be wonderful if it was finished. Otherwise, it slows down traffic to a crawl, scary when people are not slowing down for backups, curves and narrow lanes are nerve-wracking. Don't get me started with the rain! Otherwise, it'll feel good when it quits hurting!

2d Like Reply [Send message](#) Hide



Joe Zihlman

This is really kind of funny. In the 1930s when my father was a child in Oak Cliff part of Dallas. He could get on a electric street car. Go downtown. Go to the interurban station. He could then go as far north as Denton. Far south as Waco, far west as Mineral Wells and as far east as Terrell. And now they want to build it again.

3d Like Reply [Send message](#) Hide

9



Brian Charboneau

[Joe Zihlman](#) Exactly ! We could use that again - and in-city rail, too. Just faster now - and all the way to that far north suburb, Oklahoma City.

1d Like Reply [Send message](#) Hide



Walter Tee

After they tore it all up [Joe](#)

19h Like Reply [Send message](#) Hide



Reply as NCTCOG Transportation...



Sharon Thomas Viets

I'll be dead and buried by 2050!

18h Like Reply [Send message](#) Hide



Judy Wilbanks

It doesn't. They were too busy and I air time was 2 months.

2d Like Reply [Send message](#) Hide Edited



Marilyn Thompson Maddux

I can not recommend public transportation because of the high number of person to person crimes. I rode a few in Dallas and in Fort Worth but did not feel comfortable and will not ride public transportation now.

6h Like Reply [Send message](#) Hide



Gary Gadd

Point to point transportation plans are plentiful. What about transportation from those to stops are readily available and prompt? That part is always missing and is always the key to success. Note the ridership on existing DFW area trains.

2d Like Reply [Send message](#) Hide



Kathryn Goelzer

Your project should be called "Motility2050."



Dire Warning: It's In The Seed of Men

4d Like Reply [Send message](#) Hide



Stephen Taylor

The transportation system in north texas sucks just like every other trashbag city.

3d Like Reply [Send message](#) Hide

2



Walter Tee

DFW metroplex transit is horrible

19h Like Reply [Send message](#) Hide



Violet Alexander

[Walter Tee](#) in Allen it's nonexistent!

12h Like Reply [Send message](#) Hide



Michael Esaili
None whatsoever for Ellis County!

19h Like Reply [Send message](#) Hide



Forest Aten
What? Dallas and Ft. Worth have a "transportation program"?? LOL

4d Like Reply [Send message](#) Hide 8



Yvonne Frazier
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13h Like Reply [Send message](#) Hide



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3d Like Reply [Send message](#) Hide 5



Leslie Rathbun
It doesn't. There is no public transportation where I live.

1d Like Reply [Send message](#) Hide 1



Violet Alexander
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12h Like Reply [Send message](#) Hide



Reply as NCTCOG Transportation...



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12h Like Reply [Send message](#) Hide



Joe Zihlman

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3d Like Reply [Send message](#) Hide

4



Violet Alexander

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12h Like Reply [Send message](#) Hide



Joe Zihlman

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6h Like Reply [Send message](#) Hide



Violet Alexander

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32m Like Reply [Send message](#) Hide



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Dallas needs to start addressing the inevitable gridlock. Unrestrained developments are not good.

3d Like Reply [Send message](#) Hide

Author	Body	Author Origin	Date
June M.	what is NCTCOG?	TC Wilemon District	2024-09-05 01:44:14.628 136+00:00 2024-09-05
Joyce S.	North central Texas council of governments	Arlington Lago Vista	01:49:34.077 418+00:00 2024-09-05
Earl M.	Think TexPress Lanes...they are the ones. I looked it up & found the meeting's PRESENTATION TOPIC is on Dallas-Fort Worth High-Speed Rail but they didn't mention that in the original posting! Why not?	Lively Park	920+00:00
June M.	Why say the meeting is on "transportation planning initiatives"?? Earl Or going back further think the outfit that helped EPA decide Kaufman County needed to be included with Dallas in vehicle emissions controls by having the Sheriff's Deputies stop people driving home from work so NTCOG temps could question us about where we were coming from and where we were going. Another level of unaccountable government which claims it isn't any level of government, it just "facilitates".	TC Wilemon District	2024-09-07 03:57:30.817 746+00:00
Ed H.	Hi June, apologies, I was simply including the description for the meeting that we typically use in other public meeting posts, since "transportation planning initiatives" covers multiple topics. But thank you for your feedback, in the future I'll include the current month's topics to be discussed in the event description here. Please keep informed about SwyftCities possible projects for DFW area. It looks like the technology of the future! www.swyftcities.com	Beautiful Acres	2024-09-09 03:14:02.805 495+00:00
Communications Specialist Sarah T.		NCTCOG Transportation Department	2024-09-09 14:13:13.717 390+00:00
Karen S.			2024-08-24 18:29:40.398
Peggy M.	Thanks	Oak Grove Parkhill Prairie	245+00:00 2024-08-24 18:34:34.010 333+00:00 2024-08-24
Ray B.	Thank you ðŹŠ	Garden Acres	18:43:03.543 033+00:00 2024-08-24
Jade M.	Hiring??! Thanks!	Lake Carolyn	19:47:47.500 418+00:00 2024-08-24
Tee R.	Thank you	Gateway Estates	19:56:52.742 329+00:00

			2024-08-24 20:55:01.159
Karen P.	Thank you for hopefully making a ride program more inclusive for us.	Falls	701+00:00
		Oak Creek	2024-08-24
Susan E.	Brad T you forgot your hatâ€¦	Estates	20:59:41.296
		Grapevine	978+00:00
		Lakes of	2024-08-24
Andrei C.	Just build bike lanes	River Trails	21:16:47.334
		New Phase	855+00:00
			2024-08-24
Susie S.	Mary	East Side of	21:41:46.405
		Wylie	446+00:00
			2024-08-24
Alejandro T.	John clueless? How about some facts proving he's clueless Daniel Kay we need negative nancies to keep positive patties from cluelessly selling the farm. Thats the pt of free speech.	Hillcrest	22:03:55.679
		Estates	848+00:00
Alejandro T.	BTW. Wth does this council do? Develop transportation infrastructure and services?		2024-08-24
		Hillcrest	22:10:37.021
		Estates	243+00:00
			2024-08-24
Aubrey K.	Cool interesting Clellie Have you ever heard of the frog in the warming water? If you throw a frog in boiling water it jumps out. Understanding, the boiling water will kill him if he stays. But, the frog that sit's in warming water (telling everyone how the climate has always changed, since the dawn of creation. while they are living on oil & gas leases or at least support the use of fossil fuels.. turning a blind eye to Science and those who have spent their lives researching and documenting these climate changes warning the public) sits in the warming water, drinking white wine and eventually gets cooked from the inside out as the environment slowly heats the water & boils. We understand which frog you are, with 49% of our country so far gone with their heads stuck in theirwe are all doomed.	Oak Trail	22:50:17.247
		Shores	582+00:00
Willdon N.	Willdon never said that what weâ€™re doing to the Earth is not harmful. I just said weâ€™ve always had climate change which does include weather and weather has always changed since the beginning of time. These are facts that are written. If theyâ€™re really worried about climate change, they could start by not cutting all the trees down. We need to breathe. could start with many other other factors if theyâ€™re really worried about climate change for example they could stop flying around in their expensive jets and planes, and start driving their electric cars like they want everyone else to do ,drive one and take the road trip. Stay out of the air, lead by example donâ€™t just talk about stop		2024-08-24
		Greenway	22:58:06.624
		Parks	234+00:00
			2024-08-24
Clellie C.		Weatherfor	23:08:57.502
		d - Midway	186+00:00

putting stuff in plastic bottles go back to glass, glass is better for you to drink out of, encourage people to grow their own gardens they own chickens, pigs, cattle feed them with the right way with the grass encourage people to be more self efficient would help the environment a lot, so many things that could be done. If environment something that is really cared about? if you only two blocks from something take a walk ride a bike no need to drive a car two blocks away. Don't litter ,teach your children not to litter clean up after yourself so many things that they could do so many things before they s start doing things that take people jobs. Every Sunday my mom organized a bunch of kids from the neighborhood we went and picked up litter tin cans turned them in got money once a month. She threw a neighborhood party for the kids for the hard work. They did so many things that we could do to help our environment should've complaining back in the day we got our milk from the dairy brought to us in glass bottles returned the glass bottles. They were sterilized and reused.

Paula Sue C.	Mary it is exactly that! Thank you Mary ðŸ“ It does show a desire for accountability. And there is no other reason for the interaction.	Western Hills North	2024-08-24 23:41:15.500 686+00:00 2024-08-24
Margaret W.	Would be nice to know what is happening or going to happen, I know I'm not in the preferred age bracket for the survey but need to voice my frustration in completing it. I've had to start over 4 times and ready to give up. Any ideas to save it before finishing? The map is very difficult. I'm not ADA eligible but this couldn't be accessible	Lost Creek Estates	23:48:13.599 340+00:00
Jean R.		Villas at Fossil Creek The Bridges of Deer Creek	2024-08-24 23:51:45.016 291+00:00 2024-08-25 00:03:40.987
Carol G.	Welcome to our neighborhood!	Creek	632+00:00
Joe F.	Oh just what I wanted some government people with ideas---- Yuck!!! LOL	Oak Creek	2024-08-25 00:21:08.136 034+00:00 2024-08-25
Nicholas O.	Sounds good	Meadow Creek	00:39:09.608 416+00:00 2024-08-25 00:49:14.455
Nancy H.	Thanks for sharing.	Poetry	408+00:00 2024-08-25 02:16:23.951
Lana R.	THANK YOU SO VERY MUCH!! hi Sarah, very interested to know more about the kind of transportation projects that are in the works.. is there a way i	Homestead	623+00:00 2024-08-25
Vishal G.	can have a one-on-one discussion with you?	Sunset Pointe	02:56:27.211 922+00:00

Tyler W.	Larry Hey Larry, the Dallas Area Transit Alliance has been following this very closely. Check us out at https://dallasareatransitalliance.org/ The Dallas Morning News has also been following this as well. Check out Amber Gaudet's coverage on their website. Long story short, many of the upper suburbs served by DART have passed resolutions calling for funding decreases, but these are non binding unless the DART board of directors agrees. We believe there is no small chance the DART board could vote to approve cuts, but the main goal of these resolutions is to build momentum to challenge the state legislature to pass a new law restructuring how DART can be funded. Let me know if you have any more questions.	Addison	2024-08-25 03:29:59.104 595+00:00
Tyler W.	Sandy that would be Trinity Metro, they run the busses in your area.	Addison	2024-08-25 03:31:27.495 973+00:00
Tyler W.	Joey and aren't they awesome? West 7th bike lanes are really handy imo	Addison	2024-08-25 03:32:40.296 488+00:00
Tyler W.	Stephanie Hi Stephanie, you may want to check out DART's paratransit services. They are specifically for helping disabled people stay mobile and independent.	Addison	2024-08-25 03:34:00.332 149+00:00
Abigail P.	How come Dallas doesn't have smaller buses for areas where you don't need a full bus, like other cities? Joey it's already difficult to drive my car... Because of all the traffic.	Mira Lagos	2024-08-25 03:49:35.531 739+00:00
Tyler W.	If Mansfield and Arlington got a bus system I'd be able to see my friends and family so much easier	Addison	2024-08-25 03:56:22.379 610+00:00
Daniel E.	Thanks appreciate you keeping us on the loop. Look forward to getting more updates and info. Abigail https://humantransit.org/2020/04/whats-wrong-with-an-empty-bus.html	Lions Den	2024-08-25 04:15:59.399 453+00:00
Tyler W.	This is a great article that explains why it is often more efficient to run the biggest bus you could possibly need at all times. DART uses the same busses all around because it's easier to switch them between routes if one breaks down.	Addison	2024-08-25 04:17:37.124 549+00:00
Tamera R.	Thank you	Forest Glen	2024-08-25 07:11:29.216 059+00:00
Ed T.	Thank you so much!	Parkview	2024-08-25 08:06:15.865 203+00:00

		DeCordova Bend	2024-08-25
Barbara K.	Gae Thank you for voicing a question many of us who live in Hood County/Granbury would like to have answered.	Estates South	13:44:56.018 032+00:00
Barbara K.	Jeannie	DeCordova Bend	2024-08-25
		Estates South	13:48:58.576 345+00:00
			2024-08-25
			14:08:24.541
Lisa K.	Does this include St Paul? Mass transit is a great idea, however ;last time I rode a city bus there where young guys on the bus yelling outloud that they had drugs with them in thier backpack for sale. Is that what city transportation is for? I call it the thug/drug bus. They use it as thier own personal store on wheels. It's sad, because people who actually need the city bus won't ride because of that	Vista Oaks	279+00:00
charli F.			2024-08-25
			14:19:04.789
		West Byers	024+00:00
			2024-08-25
Beverly B.	Are there any plans to make I 20 through Weatherford wider traffic is a nightmare I just wanted to say that the NCTCOG is doing a great job as far as making the area more accessible to bicycles. When the Fort Worth to Dallas trail (now Discovery Trail) was announced I thought that it'd be impossible, but now it's almost complete - a little behind because of the pandemic but still pretty miraculous.	Western Lake Dr	14:28:02.292 932+00:00
			2024-08-25
Ron H.	A north-south trail, perhaps through Arlington or Grand Prairie, would be on my "druthers" list, but I know there's only enough to go around.	Westchester	15:01:17.046 684+00:00
Susan M.	Great organization! My dad served on the board for several years many years ago. Thank you for all that you continue to do to serve our community, Warren - I've not been involved, just aware that they've done nothing except post words online. Can you please list what they have done to increase car-free biking, and cite documented before and after numbers? Particularly I'm interested in how the employees lead by example vs. do as we advise not as we do.	Parker Estates Plano	2024-08-25 15:04:25.978 929+00:00
	I'm happy you are a fan but I see a lot of disappointment here.		
	P.S. Watch https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq and see a sad example of car-dependent biking that the bike	Highland Terrace	2024-08-25 17:47:06.289 849+00:00
Rob D.			

advocates here defend. Bikes creating more traffic, not reducing it.

Duane H.	Hello, Sarah, very glad to see you'll be reaching out via Nextdoor app, it's a great way to get word out on programs, plans, and initiatives being considered and those being undertaken. I too can be cynical of the NCTCOG functions but it hasn't anything to do with the fine and capable and hardworking NCTCOG staff. I'm very familiar with NCTCOG and it's functions and encourage you not to let less than supportive comments to get under your skin at all. I don't mean you should ignore them, just don't take any of it personally. I look forward to seeing more come out to the masses from NCTCOG via Nextdoor!	Old Agnes, Scott, Weiland	2024-08-25 18:39:06.905 223+00:00
Duane H.	Ben, they are far from useless. Many millions of your federal tax dollars are disseminated via the COG, and the decisions of the RTC are far ranging. Of course the tax dollars always come with strings attached of environmental, social, cultural, etc issues the fed bureaucracy wants to promote. If we want the money we'll do as they say.	Old Agnes, Scott, Weiland	2024-08-25 18:44:40.800 599+00:00
Carlynn P.	Another government organization that plans and recommends green projects. They don't build anything! Read between the lines folks' plans and recommends! Another waste of federal tax dollars. We already have state departments that do this!	Sequoia Courtney	2024-08-25 19:36:54.859 395+00:00
Richard B.	Carlynn Your statement is incorrect. This organization represents the needs and interests of local government better than what the state will do. https://www.nctcog.org/trans/funds	Watters Crossing	2024-08-25 20:06:18.050 701+00:00
Stephani e E.	Carlynn You are wrong. Please find another conspiracy theory!	Kidd Springs	2024-08-25 20:29:53.992 065+00:00
Carlynn P.	Richard So tell me what have they accomplished in Collin County?	Sequoia Courtney	2024-08-25 22:30:18.794 098+00:00
Carlynn P.	Stephanie Hey, why don't you enlighten me with what they have planned and implemented and where the funds came from?	Sequoia Courtney	2024-08-25 22:31:25.460 561+00:00
Susan P.	Please extend President George Bush Tollroad (190) on the east side of the metroplex down through to Highway 80. Any plans to do that in our lifetimes? Just cut across the lake to the east and then south from there. Easy peasy! :D	Ables Springs	2024-08-25 22:47:41.264 977+00:00

		Lake Weatherford	2024-08-25 23:28:04.043 613+00:00
JoAnn J.	Poor Sarah! I bet she dreads posting here again.		
	Hello Sarah! Thank you for introducing yourself. I have signed up to attend a meeting at the Grapevine Public Library on Wed September 4th at 6.30 pm given by Trinity Metro!!!		2024-08-26 00:14:29.191
Norma W.		Dove Park	457+00:00 2024-08-26
		Newport Village	02:20:22.365 930+00:00
Jenny N.	As usual it probably doesn't include Arlington Carlynn not going to hold your hand. I provided links for you, that contain many more links within leading to a large amount of data, specifically the Strategic Plan 2021-2025.		2024-08-26
Richard B.	Jenny but it does. https://1drv.ms/b/s!AnpeOQbyUvKYhF6ZYO1tO0TG2_cS	Watters Crossing	02:23:33.707 526+00:00
			2024-08-26
Richard B.	One app for all your Word, Excel, PowerPoint and PDF needs. Get the Microsoft 365 app: https://aka.ms/GetM365	Watters Crossing	02:28:44.481 242+00:00
Carlynn P.	Richard yes, I read through much of it and could not find anything they've actually done. Stand by what I said. You don't have to hold my hand, just answer my question.	Sequoia Courtney	2024-08-26 03:19:08.924 591+00:00
	Marcus voluntary association		2024-08-26
Rob D.	So no full-time, salaried employees work there?	Highland Terrace	09:05:57.862 191+00:00 2024-08-26
Robert C.	Thank you for the efforts to keep us informed. Carolyn, please understand, you do not want the COG to DO anything. It is not their place to DO. That would mean removing from the local agencies the decisions and controls on what is and is not done. That is and should be what the local agencies and TxDOT does. The COG is just a funnel through which Federal funds flow to local governments to influence projects and initiatives the federal bureaucracy wants to drive into our communities. The overarching controls at the COG is by the RTC which is completely represented by appointees from all local governments in the 12 or 16 county north Texas area.	Owens Park	13:15:37.239 925+00:00
Duane H.		Old Agnes, Scott, Weiland	2024-08-26 14:49:33.503 026+00:00 2024-08-26
Jenny N.	Duane thank you. And probably Democrats Duane Sounds a lot like the Department of Education federal bureaucracy that does nothing, but a large organization that puts out policies for states. I stand by what I said.	Newport Village	15:41:40.310 240+00:00 2024-08-26
Carlynn P.		Sequoia Courtney	17:36:47.265 469+00:00
Communications	Lee Yes! Parker is one of the counties in our region.	NCTCOG Transportation	2024-08-26 17:46:47.090 995+00:00

Specialist Sarah T.		Department	
Communications Specialist Sarah T.	Hi Jean, could you let me know which survey you're having trouble with?	NCTCOG Transportation Department	2024-08-26 17:57:39.670 048+00:00
Communications Specialist Sarah T.	Hi Lisa! Yes, Collin County is one of the counties in our region as well.	NCTCOG Transportation Department	2024-08-26 18:12:06.489 611+00:00
Communications Specialist Sarah T.	JoAnn Lol! No, this is great! I'm excited to see all of this conversation and engagement, especially as a social media person. :)	NCTCOG Transportation Department	2024-08-26 18:14:33.719 804+00:00
Jean R.	Communications Specialist Sarah Thompson	Villas at Fossil Creek	2024-08-26 18:54:15.168 378+00:00
Jean R.	About what I use to move thru the county. Walking, biking, car, public trans, etc Jean Do you mean this one? publicinput.com/AccessNorthTexas	Villas at Fossil Creek NCTCOG	2024-08-26 18:55:25.709 125+00:00
Communications Specialist Sarah T.	Or can you send me the link of the one you're having trouble with?	Transportation Department	2024-08-26 19:03:40.248 608+00:00
Duane T.	Until yâ€™all figure out why everyday at some point I am idling at a red light with a dozen other cars, when there is no cross traffic I have no faith in your ability to do anything at all. Richard never put your trust in Government employees and you Richard fall right in line. They will say or do anything to keep their job, even though many jobs are just wasteful spending.	Valentine Oaks	2024-08-26 21:10:38.906 161+00:00
David J.		Summer Creek South Hwy 34 - County Rd 3327	2024-08-27 21:40:41.699 734+00:00
Tim B.	Well, it's hard to turn in my driveway cause they keep resurfacing the highway FM 2101. Will they fix it?	Valencia on the Lake	2024-08-27 01:34:57.191 573+00:00
Steve M.	Any idea where we can see future plans for the intersection at 423 and 380? I wish there was an affordable transportation between Grand Prairie and Mansfield. Iâ€™m a senior citizen living on a fixed income and like to shop in Mansfield, most of my doctors appointments are in Mansfield, and I belong to the senior citizen group at the MAC in Mansfield. I live in Grand Prairie on the border of Mansfield. If I could get transportation from	Valencia on the Lake	2024-08-27 04:04:14.145 051+00:00
Joan T.		Mira Lagos	2024-08-27 21:11:58.018 071+00:00

	Grand Prairie to Mansfield that is affordable I would be very grateful.		
Stephanie A.	Sherry we don't have enough room for cars to drive let alone tear up everything for bicycles	Boyce Rd/Wilson Rd	2024-08-28 01:00:32.407 780+00:00 2024-08-28
Albert T.	lol	Lake Pat Cleburne	05:39:45.994 522+00:00 2024-08-28
Charlotte I.	Thank you!ðŸ˜Š	Midway Park Euless	15:16:45.121 974+00:00 2024-08-28 15:47:42.266
Lisa K.	Communications Specialist Sarah Thompson thank you. Yall gonna add a dirt trail between towns so those of us with muni bikes or similar things who ride responsible are able to get around or what about trolly they hold many people run on a track using electricity so shouldn't really polite the air much right idk how it works fully but it's a thought	Vista Oaks	812+00:00 2024-08-28 15:53:38.396
Ashley R.		Wright	196+00:00 2024-08-28
Syondra S.	Do yâ€™all have any work from home jobs opening Thank youâ€™!.. do you also consider the impact of the terrible congestion of traffic and impact to air quality as people sit on the highways and byway moving 4 miles in 30 minutes? The impact of communities growing at an incredible rate but developers not held responsible for improving the adjacent roads to the new developed community? Please guide me to the people responsible for allowing so many developers to boom through farm and ranch land without improving the Farm-to-Market or Ranch-to-Market roads that are adjacent to these 2000+ homes developments? If each developer improved these adjacent roads as they develop the homesteads the idling traffic would not be an issue. Why is it they can do this without creating turn lanes into their develop,ents? Without widening the immediate roads and improving the water runoff? Or is this just a denton county issue?	Northpark Village	23:08:31.249 266+00:00 2024-08-29 15:21:19.652
Wanda R.	Jennifer security on the public transportation that we already have would be good too. But these things are probably not what they do.	Paloma Creek	608+00:00 2024-08-29
Wanda R.		Paloma Creek	15:24:29.425 080+00:00 2024-08-29
Nena W.	Sucks thereâ€™s zero decent public transportation in Tarrant County except Ft Worth and TRE	South Bear Creek	16:12:25.785 096+00:00 2024-08-29
Diane R.	Nena They were thinking of a Fort Worth Area Rapid Transit a/k/a: FART ðŸ˜Š. Did not go over to good ðŸ˜Š%!	Brentwood Place	17:38:18.876 692+00:00

Nicole A.	This is very needed Think about what AI could do for traffic control if instead of fixed signs for construction, emergency vehicles, lane designations for intersections, road hazards- maybe help	Avery Pointe	2024-08-30 01:40:17.294 377+00:00
Robert D.	Phil I drive that route almost everyday and Kroger isn't even in yet But all those condos apts or duplexes are being built It is an absolute mess especially if there is a train!!!	Pantego	2024-08-30 17:09:48.909 937+00:00
Shirley H.	Sarah, I guess you see that there are a few A-holes on ND. I will reserve my judgement until I can see what the NCTCOG is all about. Thanks for becoming a part of ND and just ignore the tough guy behind the keyboard.	Lexington Place	2024-08-30 18:22:04.687 894+00:00
Dennis G.	Lori , https://www.answers.com/united-states-government/How_many_ways_to_spell_Lori	Nelmwood	2024-08-30 23:26:22.747 486+00:00
Dennis G.	Clellie at least pollution is clearly visible and/or measurable so it can be addressed	Nelmwood	2024-08-30 23:29:23.857 852+00:00
Alejandro T.	Skyler - o where do u get such silly notions and the gall to spread them publicly???	Hillcrest Estates	2024-08-31 00:46:25.207 727+00:00
Lloyd S.	More public transportation is a nice thought, except it doesn't stop on the way home to pick up the kids at school, or the drugstore to pick up a Rx, or the grocery store for dinner makings, or the home store for that quick list of items needed before getting home. Even trying it, takes much much more time, that real people don't have. Public Transportation (a-la-busses, trains) fights bankruptcy more often than not, too. Life has to change before mass transit here will become mainstream effective. It's a niche, that isn't used regularly enough even by those espousing it. I do like the TRE to Fair Park for a day at the State Fair... once a year or so. Except it doesn't have tracks or a station in Arlington, Mansfield, S. Grand Prairie, Cedar Hill, ...	Denia	2024-08-31 01:30:01.107 640+00:00
Tim C.	COGs should look at toll charges that stay with us forever.	Lakeshore Village	2024-08-31 07:49:05.742 952+00:00
Joe H.	How about NTCOG look at EV vehicles to include driver less vehicles and charging stations?	West Kessler	2024-08-31 19:35:50.826 448+00:00
Joe H.	Ron Bicyclers and motorcycles used to follow traffic rules and now they think they only apply to cars	West Kessler	2024-08-31 19:54:43.259 314+00:00
Joey K.		Argyle	2024-09-01 01:28:14.176 092+00:00

	Richard it gives a buffer for city council members and state representatives so they can pass the buck and not have to talk about how it affects local traffic and taxes and toll roads and mass transit that most people don't want and must pay for. How many people in your neighborhood use Amtrack but still have to pay for amtrack's massive losses in the northeast part of the country. How many taxes do you pay in sales taxes to dart and other mass transit that you never use		
Joey K.	Vote to bring back accountability to your towns or continue to let government take more and more of your money and your children's money. Nextdoor is considering blocking the truth while I am only showing choices for my neighbors to consider and make their own decisions	Argyle	2024-09-01 01:50:12.135 164+00:00 2024-09-04 03:36:02.234
DC R.	Syondra DM	Addison	932+00:00 2024-09-09 16:27:37.055
Tracy I.	Syondra Hi Syondra, wondering if you found anything working from home?	Viridian Hemingway	386+00:00 2024-09-18
Sarah B.	8 8*9*â ¹ 8<â,	At Craig Ranch	01:11:49.016 297+00:00 2024-09-18
H. Alan S.	Diane That idea stinks. Nena Tarrant County has bus routes.	Saddleclub Estates	14:19:50.208 879+00:00
H. Alan S.	https://ridetrinitymetro.org/wp-content/uploads/2022/10/SYS-MAP_0922CB-2.pdf Richard Carlynn is right. This is to give the appearance of local representation while pushing mass transit and electric vehicles and soon they will seek to tax us for every mile because electric vehicles and mass transit don't pay road taxes. This will be the excuse to track all of our movements while traveling. The government will track us like communist countries do so they can do what they "know " is best for us. A sad prediction.	Saddleclub Estates	2024-09-18 14:23:45.292 941+00:00
Joey K.	Great idea and I believe if they were on the sidewalk, people and children would not have a safe place to walk. Bicycle lanes is an option but for any option, it needs to be upheld. Bicycling in the road is not safe.	Argyle	2024-09-19 16:20:50.979 666+00:00
Susan M.		Queens Gate	2024-08-23 16:34:13.004 034+00:00 2024-08-23
Harley P.	Thx	Ridglea Hills Granbury	16:53:56.785 037+00:00 2024-08-23
Laurel B.	May I suggest a Granbury DFW Airport shuttle to make regular bi-hourly runs to and from the airport?	Historic District	17:04:39.040 984+00:00

Lori P.	Lori J, first, based on the responses this agency post at least seems to be posted to the correct region, but generally they post statewide when they don't apply statewide. Secondly, leaving the comments open results in people replying with comments which are totally off-topic and frequently the comment section will end up being a dumpster fire that is just "not neighborly". And last, due to the resulting dumpster fires it used to be generally understood that these agencies would automatically close the discussion to help keep nextdoor a friendlier platform for its users.	Morris Lane	2024-08-23 17:13:48.784 720+00:00
Jason C.	Scam	Ash Lane	2024-08-23 17:20:23.148 828+00:00
Lori P.	Jana I know how to hide posts. Agency posts should close discussion, and up until a few months ago they always did.	Morris Lane	2024-08-23 17:30:27.521 865+00:00
Melissa R.	Marcus Thank you for your very informative and thorough explanation. Educating people helps allay negative knee-jerk reactions.	Timberview Estates West	2024-08-23 17:34:15.110 809+00:00
Linda S.	Marcus and nothing like what we have in this whole country. It is from people not being accountable and worse us not having knowledge or any control or backbone over the turn it took. I am impressed that he is not just concerned but alarmed. We all should wake up. They are turning our Texas into New York. If you aren't alarmed by all the massive apartments going up along the highways with very little parking, then maybe you should reconsider your thinking. Or do you have a personal helicopter and water and sewage supply and access to personal needs. You are complaining about him complaining. Interesting..	Dalworthin gton Gardens	2024-08-23 17:50:29.867 218+00:00
Collette P.	Need something in Anna. Some kind of bus service. No big system needed. This town is growing so maybe something in the future	Anna Town Square	2024-08-23 18:11:20.460 759+00:00
Vicki W.	Thank you Sarah.	Creekwood	2024-08-23 18:23:54.809 006+00:00
Joey K.	They need to publish the meetings and allow public questions	Argyle	2024-08-23 18:24:47.947 172+00:00
Joey K.	Susan I think their purpose is to push mass transit and make it difficult to drive your own car unless you have lots of money to pay for tolls. They are also invested in pushing high speed rail and eliminating rural way of life.	Argyle Preston	2024-08-23 18:30:50.971 616+00:00
Candace E.	Nice! But hope you are not paying them!	Forest South	2024-08-23 18:32:17.021 166+00:00

Joey K.	Brian these people are taking road lanes and converting them into bicycle lanes. Example 7th street in Fort Worth	Argyle	2024-08-23 18:34:33.473 640+00:00
Julie H.	Hi Sarah! Welcome to Carrollton!	Riley Ranch Richland Hills	2024-08-23 18:34:45.766 228+00:00
Amy B.	Tyler I wonder what their excuse was 30 years ago when I lived in Arlington and wondered about public transportation. They just told me "we don't see a need for it". Having this available for transparency to what you do and what will be happening to our roads should be very welcoming to those who ask "WHY?" when there was ample opportunity to voice one's opinion.	Community Service Area 3	2024-08-23 18:39:24.579 962+00:00
Javier G.	Thank you for being forward.	Clairemont	2024-08-23 18:49:46.938 904+00:00
Marilyn J.	Bring sidewalks back Stephanie thank you for your comment. You may be interested in our Access North Texas public survey, which helps identify transportation needs within the region, including needs of individuals with disabilities. Here's the link for that, and for more information on Access North Texas: https://www.nctcog.org/trans/plan/transit-management-and-planning/general-public-information/transit-planning-activities/transit-planning-projects/access-north-texas	Chapel Creek	2024-08-23 18:58:17.614 987+00:00
Communications Specialist Sarah T.		NCTCOG Transportation Department	2024-08-23 19:03:54.422 339+00:00
Rob F.	Sherry please no. The usage of current bike lanes is almost nothing. What a waste of money and space.	Pitman Creek Estates Irwin	2024-08-23 19:41:30.413 079+00:00
Maryanne R.	While I was in graduate school in the '90s, I relied heavily on the then North Texas COG for info in doing my research papers. They were an invaluable source.	Keasler Red Bird South	2024-08-23 19:52:03.807 466+00:00
Thomas H.	Mary oh good! I can't wait until the board of the Federal Reserve posts on Nextdoor!	Crescent Oaks	2024-08-23 19:55:49.050 691+00:00
Sherry O.	Rob thanks for your response	Newman Village	2024-08-23 20:03:41.016 422+00:00
Ruth M.	Looking forward to having more reliable info about community projects.	Lions Den	2024-08-23 20:04:03.395 940+00:00
Sandra S.	Excellent job,	University Hills	2024-08-23 20:09:00.294 194+00:00

Pat C.	Julie Not true! Wow, thank you all so much for the friendly welcome, and all of the great questions and feedback! It may take us several days to find the right answers for you, and we'll address some of these topics in future posts. Thank you for sharing your concerns and suggestions for improving our communities.	Merriman Park/University Manor	2024-08-23 20:12:55.153 954+00:00
Communications Specialist Sarah T.	Have a great weekend!	NCTCOG Transportation Department	2024-08-23 20:12:58.593 839+00:00
Pat C.	Meant to address Muriel!	Merriman Park/University Manor	2024-08-23 20:13:44.288 149+00:00
Pat C.	Julie what is disgraceful?	Merriman Park/University Manor	2024-08-23 20:14:36.341 841+00:00
Mark W.	Dan, I disagree, everything would be fine if we had another nail salon, vape shop and liquor store. Phil, this is where Southlake planning in the early years hit the mark. No apartment buildings are allowed within the city limits.	Heatherwood	2024-08-23 20:32:46.578 550+00:00
Mark W.		Heatherwood	2024-08-23 20:36:29.518 901+00:00
Communications Specialist Sarah T.	Hi Paul! I got my BA at Texas Woman's University. Thank you for the welcome!	NCTCOG Transportation Department	2024-08-23 20:46:13.626 040+00:00
CAROL W.	Awesome. Thanks for the outreach. We need more sensor driven traffic lights, too many of the current timed ones waste a lot of time which causes more pollution.	The Reserve at Westridge	2024-08-23 20:51:18.238 334+00:00
Alan K.		Whisperwood	2024-08-23 20:55:22.820 779+00:00
Josh D.	Are you able to talk with DCTA to get GoZone transportation in Sanger Texas	Sable Creek	2024-08-23 21:00:05.843 668+00:00
Erik R.	That is cool. Thank you for doing this	Colson Estates	2024-08-23 21:00:12.482 187+00:00
Julie B.	Pat had to move at great expense.. essentially Dallas does not have public transportation. Joey mass transportation as an alternative to automobile congested highways has its advantages. DFW is no longer a rural area. It rivals all of the major metropolitan cities in the country. A stitch in time saves nine even if we are late to the party!	Skillman St	2024-08-23 21:06:44.762 608+00:00
Barbara K.		DeCordova Bend Estates South	2024-08-23 21:51:42.690 262+00:00

			2024-08-23
Paula Y.	LOVE NTCOG	Misty Meadows	22:08:26.353 430+00:00
Allesandra S.	We're does the funding come from?	The Village	2024-08-23 22:37:57.884 718+00:00
Collette P.	Tell me more. What area does this service cover? What's the expense?	Anna Town Square	2024-08-23 23:15:48.508 282+00:00
Skyler R.	Global warming is a lie started over one hundred years ago by the evil oligarchs as means to take over the world	Timbercreek Estates	2024-08-23 23:18:15.764 527+00:00
Brenda D.	Thank you Sarah!	CCCC	2024-08-23 423+00:00
Julie K.	I've never lived in the city that doesn't have mass transportation. All of the FW area needs this not just downtown and to trains.	Summerfields North	23:28:12.126 419+00:00
Sandra N.	We need world class transportation!! Subways and lite rail!!! Then we would have fewer cars on the roads!	Twin Hills	2024-08-23 23:29:45.329 596+00:00
Judith G.	Thank you so much!!	Casa Linda Estates	2024-08-23 23:30:43.993 950+00:00
Jean R.	Yes we're well aware of NCTCOG and look forward to learning more	Villas at Fossil Creek	2024-08-23 23:51:15.875 939+00:00
Tyler W.	Amy I know right! Such a shame https://dentonrc.com/news/state/as-dangerous-heat-grips-texas-solar-power-and-batteries-keep-the-electric-grid-humming-along/article_6bf718a0-6097-11ef-aa20-1ff6dd844bc9.html?utm_campaign=blox&utm_source=facebook&utm_medium=social	Addison	2024-08-23 23:54:09.827 267+00:00
Ikenna E.		Martha Pointer Park	2024-08-24 00:04:31.810 618+00:00
Richel N.	That light rail is a waste of money. Read that DART is in a precarious position because it is losing money and several cities are reducing or eliminating funding.	King's Manor	2024-08-24 00:08:49.559 495+00:00
Larry C. Carla	What's the reality of the situation?	Eldorado Heights II	00:09:33.342 768+00:00
Carpenter M.	Bike people need to be respectful of us too on pedestrian trails!	2153	2024-08-24 00:46:00.576 874+00:00
Rebecca C.	Thank you for your work in these areas. We need bus transit in Arlington, TX!	Coldwater Creek	2024-08-24 00:48:50.198 147+00:00

Sandra G.	Welcome Sarah NCTOG - At some point you guys need to check roads, air pollution, 18 wheelers driving on a residential road with a 25 ton weight limit, and many other issues in a northern Denton County unincorporated area. The traffic exhaust is killing us.	Barbara Jordan	2024-08-24 00:51:43.127 701+00:00
Carla Carpenter M.	No one cares. The pollution is even affecting folks out at Isle Du Bois state park. A nature killing, terrible smelling racetrack from hell. Is ND considering folders of interest so we don't have to be bothered with nonintrest items...this is one folder I would be intrested in. Before you start throwing darts...simply a suggestion...then we could go to a folder that intrest us...free items; lost animals; contractors etc.	2153	2024-08-24 00:55:07.818 897+00:00
Su B.		East Stacy in Fairview	2024-08-24 01:26:03.244 573+00:00
Sherry H.	Good to know, thanks!	Robson Ranch Richland Hills	2024-08-24 01:41:03.072 520+00:00
Melinie T.	@Sarah Thompson- Welcome to the DFW Region as our MPO! I am looking forward to the updates you will provide us on transportation projects!	Community Service Area 4	2024-08-24 02:55:44.439 730+00:00
Olivia M.	Can someone recommend a salon where they weave hair neatly? Barbara the tax dollars spent on mass transit could buy every rider their own car. I am tired of buying for others without a choice.	Forney	2024-08-24 02:56:57.888 835+00:00
Joey K.	Communications Specialist Sarah Thompson I wrote a long reply but somehow it went into cyberspace. I am not good at it and hate texting.	Argyle	2024-08-24 03:04:54.635 527+00:00
Paul H.	Marcus who elects the board	Rayzor Ranch	2024-08-24 03:11:29.350 756+00:00
Joey K.	I have never seen it on anything when I vote and I have been voting since 1974 Jay depending on what type of roads you're talking about, highways are the responsibility of TxDOT and your county roads are responsibility of the county in which they exist. The city is responsible for feeder roads and connectivity, but many times TxDOT will take several to 10 years to get their projects lined up, approved and funded. We are dealing with this currently in Burleson, with highway 174 and I-35. The city of Burleson paid for some of the architectural drawings and a few other upfront costs, and luckily NTCCOG is paying for some funding of our roadways	Argyle	2024-08-24 03:31:22.113 373+00:00
Bill J.	Joey no one is asking you to buy anyone anything. A mass transit system is for the benefit of the entire community and yes, tax dollars pay for it but taxes pay for the roads you drive	Hillery Heights	2024-08-24 04:40:20.088 047+00:00
Barbara K.		DeCordova Bend	2024-08-24 04:41:20.084 747+00:00

on, the hospitals and schools you would presumably use, and the police and fire departments that are thereto serve and protect as well. I'm not sure I understand why you seem to be against something that would benefit the greater good? Tauhidah depending on which cities you're talking about, and the path of connectivity that would be required, the costs are usually tremendous, especially if you're talking about commuter trains, which easily jump up into the billions of dollars. Acquisitions of privately owned land and easements are required, and many times utilities have to be relocated, which drastically bumps up the costs too	Estates South	2024-08-24 04:42:47.563 902+00:00
Bill J. Brad T one of our city of Burleson council members is a board member of NCTCOG, currently serving as Vice President, and formerly was the secretary. NCTCOG actually picked up part of the tab on one of our major road projects	Hillery Heights	2024-08-24 04:52:52.862 627+00:00
Bill J. Ok Frisco, my wife (Kea) and I are now officially here and have now been here a week. We look forward to meeting out and about in the community. I'm here to be an asset to each and every one of you. To help protect and empower you, your family and small business	Hillery Heights	2024-08-24 04:53:39.146 946+00:00
William F. Thanks and see you all soon.	Frisco Square	2024-08-24 06:10:04.982 448+00:00
Arrie J. Jennifer and in Grand Prairie. Jana we had a \$3 car wash on Beltline near I-20, which because \$4 last summer \$6. I went to great a quick wash on Wednesday that wash is now \$22 or \$27. I politely declined. I can go (possibly, I haven't been in a while) on Carrier Pkw and Westchester and have a full service wash for less than that.	Park Valley	2024-08-24 06:15:57.074 154+00:00
Arrie J.	Park Valley	2024-08-24 09:19:24.049 649+00:00
Jared M. We are full. Allesandra most public transportation in this area is 14% funded by transportation fares & 86% funded by the state.	Cottonwood Heights	2024-08-24 10:15:23.567 585+00:00
Bobby P. NCTCOG coordinates projects across multiple agencies. The TEXRail train to DFW's terminal B is a great and fast service from Fort Worth, as well as the TRE train to Dallas. I have used DART as well, but safety inside the DART trains is a concern. I believe more security officers were going to be hired.	Bear Creek Park	2024-08-24 11:18:19.556 308+00:00
Celia H. Skyler well I think climate changes always happened now I'm sure there's things we are doing that isn't helping like pollution	The Parks At Boat Club	2024-08-24 11:19:57.128 256+00:00
Clellie C.	Weatherford - Midway	2024-08-24 12:09:22.039 341+00:00
Andy N. https://youtu.be/L4Dvm3OXVWE?si=VP8THPLL5DbuzhpB	Heron's Bay II	

Andy N.	Cool	Heron's Bay II	2024-08-24 12:10:10.401 023+00:00
Clellie C.	Will don that's called pollution not climate change	Weatherford - Midway Royal Valley Estates	2024-08-24 12:13:05.737 004+00:00 2024-08-24 12:47:01.284 719+00:00
Karen D.	Chad it's called greyhound Bobby in other words Paid by non riders		2024-08-24 13:08:34.248
Joey K.	Tax payers	Argyle	238+00:00 2024-08-24 13:12:32.631
Joey K.	Sandra move to Chicago or New York Hello Sarah! Thanks for the work you and NTCOG do on behalf of our community. Is Parker County included in the organization? We're growing fast and need lots of help and input to better plan for the future!	Argyle	521+00:00
Lee K.	Looking forward to seeing your posts.	Silverstone Pearson Ranch	2024-08-24 14:04:08.214 209+00:00 2024-08-24 14:16:30.042
Jana S.	Arrie yes less than 10 would be great!	Gardens	920+00:00 2024-08-24
Robin B.	Thank you for keeping the public informed!	Windsor Place	14:24:36.370 441+00:00 2024-08-24
Laura P.	Richard that is actually part of the long range planning, all the way to hwy 175. Yep, if you want to live in a first world country, move elsewhere.	Kemp	14:42:06.249 057+00:00
David A.	Sandra No need to build subways here, the ground is not right for it. But lay rail down the medians of the interstates, have the stations be the hubs of bus networks, like Perth, Australia does, and you'd get a long way. Rob - I too have been involved with NCTCOG for decades. They are a highly effective organization that gets a lot done:	Trails of Willow Creek	2024-08-24 14:56:31.076 695+00:00
Warren C.	the roads you drive on, mass transit, bicycle / pedestrian access, and much more. We are fortunate to have them.	Jackson	2024-08-24 15:00:57.574 197+00:00 2024-08-24
Charley & Linda H.	Thanks	Ridgeview	15:12:05.148 234+00:00

	John - Hopefully you will be able to enjoy the metroplex easier if / when DART rail goes from Plano to McKinney.		2024-08-24
Warren C.	DART has some issues, but all in all is a great asset to the Metroplex.	Jackson	15:12:06.471 036+00:00
	Warren that would be nice. Gopass offers low cost rides for a greatly reduced rate. I was talking about Dallas . I dont go anywhere me my wife and my Glock aren't welcome . I was actually approached at the PNC ATM thats at the Walmart parking lot on MRP and lake forest by a guy wanting me to help him out with cash. McKinney is a favorite city for juggers. I hopped out of my truck because I couldn't reach the ATM easily and he noticed my Glock 17 on my hip. He turned and ran to his Alfa Romeo Giulia . An 80 thousand dollar automobile. Last time we went to Dallas the almost identical thing happened.		2024-08-24
John W.		Mansions McKinney	15:30:06.601 557+00:00
			2024-08-24
Peggy M.	Tell Mr Chris Wallace hello for me.	Northcrest Park	15:46:28.900 761+00:00
			2024-08-24
Willdon N.	Clellie Pollution causes climate change.. duh	Greenway Parks	15:58:09.084 238+00:00
			2024-08-24
Bobby T.	Thank you for the update	Auburn	16:00:26.718 386+00:00
			2024-08-24
Ann F.	Thank you very much!!	Lexington Place	16:07:56.746 662+00:00
			2024-08-24
Patricia C.	Thatâ€™s great! We need public transportation to come to our neighborhood so my disabled son has a way of getting out to work or the city.	Ridgeview Park	17:01:48.010 500+00:00
	Allison I fought against our city to get the open council meetings moved to the evenings where actual employeed adults could attend and comment. They had been conducted for decades at 11:30 am (pre-council mtg, where all the real business is conducted) and 3 pm for the general meeting. I held organized protests in front of city hall. I campaigned and supported candidates that agree with moving the meetings to the evening. We eventually won out. I also campaigned on term limits and single member districts. Eventually we found enough candidates to get that that done. I am so grateful to our former mayor and the best city council weâ€™ve had in decades do the right things.		2024-08-24
Brad T U.		Stoneridge Wyndsor	17:16:22.902 722+00:00
			2024-08-24
Stanton F.	Keep up the good work	Estates- BPE-CWP	17:22:24.832 010+00:00

Clellie C.	<p>Will don no weâ€™ve always had climate change from the beginning of time. Yes, pollution, and other things are a problem, you know, actually in Weatherford 60 years ago in the winter we had blizzards look at it now the weather itself has always changed, and it always will because every so many years the earth rotates away from the sun and it rotates in a tilt</p> <p>Clellie Weather and climate are not the same thing. You know that, right?</p> <p>Catastrophic climate change wonâ€™t harm the planet. The insignificant little beings that inhabit it? Not so lucky as the planet.</p>	Weatherford - Midway	2024-08-24 17:30:23.583 068+00:00
Monty S.	<p>https://www.usgs.gov/faqs/what-difference-between-weather-and-climate-change#:~:text=Weather%20refers%20to%20short%20term,refers%20to%20long%20term%20changes.</p>	Oakhurst	2024-08-24 17:40:43.227 787+00:00
Jose S.	<p>Thank you so much for the communicationðŸŽ‰ðŸŽ‰ðŸŽ‰ðŸŽ‰</p> <p>Monty sorry I donâ€™t trust those sources. This was something taught school over 42 years ago, and used to be able to Google it and they would say that it was it was only changed in the last few years yes the building I donâ€™t approve of the tearing down of trees. That is our oxygen just like just like now theyâ€™re doing it in the Amazon, which is really bad for all of us, you can also look up what happens if the Earth move to far away from the sun and it will say we will freeze and if we move to close, we will burn but they also admit the Earth does every so many years tilt away from the sun so I mean, I mean, I could say so much more, but I donâ€™t want to turn out to be a full-blown argument</p>	Sachse Creek	2024-08-24 17:47:55.292 763+00:00
Clellie C.	<p>Remember if â€œWe The Peopleâ€ want our country back the way it was intentionally planned by our forefathers, then â€œWe The Peopleâ€ need to start paying attention to matters like these and come together on decisions in all matters. This is the reason for the voting system.</p>	Weatherford - Midway	2024-08-24 17:49:18.081 464+00:00
Roger D. Norvel and Eva R.	<p>thank you</p>	North Richland Hills Near Donald Rd & US-380	2024-08-23 04:51:12.792 659+00:00
Phoenicia H.	<p>Looking forward to your updates!</p>	Paloma Creek	2024-08-23 05:02:28.481 284+00:00
Ramon C.	<p>Thanks</p>	Creek Crossing Estates	2024-08-23 05:19:56.953 955+00:00

	Nancy You lost me at "make people". Save the trees and historical buildings, but commercial buildings become obsolete. Some need to be demolished and reuse the land for another building or purpose.	Westchester	2024-08-23 05:39:05.717 556+00:00
Sherri H.	Sounds like the UN's Agenda 2030 is being implemented. (Let's see if Texans will accept living in 15-minute cities.)		2024-08-23
Katie G.		Cross Oak Ranch	05:40:16.080 428+00:00 2024-08-23
Sherri H.	Les Agree 100%. No public transit.	Westchester	05:40:20.349 412+00:00
Susan E.	Katie	Oak Creek Estates	2024-08-23 05:47:43.239
		Grapevine	016+00:00 2024-08-23
Natalie K.	Brad T - Correct. Not elected. Appointed. Hoping to see positive changes and improvements!!!!!! Thats what Palestine Texas did ! Developed a HUGE WIDE LOOP ready for Development expansion WAAAY AHEAD of the Game. Infrastructure was built FIRST in that Town & they Kept ALL the Beautiful Trees !!! Weatherford is organized as well. They saw ALL of Fort Worths Mistakes of putting "The Cart Before The Horse" Glad Ill be living elsewhere in the Wide Open Countryside ðŸŒ³	Arlington Downs	06:05:06.125 912+00:00
Jean R.			2024-08-23 06:23:35.134
		Ridgmar	433+00:00 2024-08-23
Jean R.	Matt They build it with our money & then Charge US to use it !!!		06:35:41.465
		Ridgmar	942+00:00 2024-08-23
Jean R.	Matt WOW !!!! Tracey I agree with you 100%. Owe me tires and my children and husband and many other people too!!! Wish they really would.		06:37:40.634
		Ridgmar	997+00:00 2024-08-23
Nancy J.		Willow Ridge	06:42:20.371 546+00:00 2024-08-23
Vickie H.	Thank you for what you do and for reaching out to all of us for input. Susan I will assume that you have fully researched the United Nations' Agenda 2030 plan and that you understand and consent to the impact the plan's sustainable development goals will have on your right to travel and your right to own private property.		07:00:39.654
		High Pointe	586+00:00
Katie G.			2024-08-23
		Cross Oak Ranch	07:08:45.583 157+00:00 2024-08-23
Brad T U.	1984 was a warning, not a road map		07:14:30.213
		Stoneridge	889+00:00

Frances D.	Thank you	Countryside	2024-08-23 07:31:14.792 988+00:00
Diane R.	Save more trees, please.	West Haven	2024-08-23 08:33:41.305 379+00:00
Rick R.	Thanks. One of my distant RASOR RELATIVES was the project Engineer on the bridge pictured above. So proud of her.	Trailwood	2024-08-23 09:02:33.629 516+00:00
Daniel B.	Brad Hi, we're from the government and we're here to help. COMPLY SHEEPOPPE!	Alexandra Meadows	2024-08-23 09:23:48.545 426+00:00
Daniel B.	Jay Because people are too busy to go to city pLanning meetings in the middle of the day to know what counselimen are up to with thier tax dollars	Alexandra Meadows	2024-08-23 09:27:17.177 158+00:00
Clellie C.	I don't see bus transportation coming into Weatherford any time soon, maybe in the future some where down line but we do need. something I see so many people on here who have no transportation needing help, parker County transportation is basically for the elderly and now they will pick you up and take you where you need to be on time. God knows how long it'll be before they pick you back up. How long a ride you will have to take when they do pick you up.	Weatherford - Midway	2024-08-23 10:21:25.511 403+00:00
Cindy K.	Jennifer citizens of Arlington vote NO every time it shows up on the ballot	Turf Club Estates	2024-08-23 10:25:17.324 602+00:00
Christy U.	Thank you Sarah	Meadow Oaks South	2024-08-23 10:55:39.935 000+00:00
Cathylou J.	Welcome	Pleasant Grove	2024-08-23 11:13:54.545 092+00:00
Can A.	Julie Dart is a joke.	The Reserve At Timber Creek	2024-08-23 11:21:00.031 895+00:00
Share S.	Katie Often times we need to dig past the critics and the noise to get at the whole truth in context and not viral snippets used for bait and click. https://en.wikipedia.org/wiki/You%27ll_own_nothing_and_be_happy	Terrell	2024-08-23 11:29:11.523 077+00:00
Share S.	Katie https://www.wri.org/insights/why-community-land-rights-belong-sustainable-development-goals	Terrell Merriman Park/University Manor	2024-08-23 11:29:31.595 132+00:00
Robert H.	You had me at "Specialist"	Terrell Merriman Park/University Manor	2024-08-23 11:30:44.883 306+00:00

Cynthia S.	Ohhhh honey, they need a marketing dept. Ya thank attorneys fees	Lakewood - Hickory Creek	2024-08-23 11:34:49.701 555+00:00 2024-08-23
Von G.	Is there a plan to have public transportation in Arlington? Von The plan is wait for Jerry Jones to pass on to the great Jerry World in the Sky unfortunately.	Brettonwoods	11:40:29.295 821+00:00
Tyler W.	A lot of Arlington's tax revenue is locked in to paying off the cowboys stadium, no room for public transit under the current legislation. Matt not sure about all that, there has been a lot of work down in little elm and west frisco, we are still on 2 lane pot filled roads here.	Addison	2024-08-23 11:46:16.522 059+00:00
Travis J.	The county is being ran into the ground by Chris Hill. What Rockwall bridge are you talking about? I'm happy to hear about all of your transportation projects. My son is a transportation and urban planner in L.A. he keeps me informed about all of the big projects going on there,	Lakepointe	2024-08-23 11:51:25.994 853+00:00
David J.	especially the train projects.	Saginaw Northwest	2024-08-23 11:54:46.273 514+00:00 2024-08-23
Reinhard W.	Good put HWY 144 and HWY 377 interchange on something that needs to be fixed	Pecan South of Weatherford	11:56:00.167 175+00:00 2024-08-23 12:07:22.554 791+00:00 2024-08-23
Kim S.	Thanks for informing this group	Village Of Fairfield	12:24:19.521 270+00:00 2024-08-23
Glenda S.	Hello Sarah. I look forward to the information, news, and exciting developments you will share	South Bear Creek	12:36:26.722 078+00:00 2024-08-23
Nena W.	Tyler you mean Rangers stadium	Sterret/342 /Butcher	12:38:39.365 084+00:00 2024-08-23
Linda W.	Extend the lightrail east to Rockwall and south to DeSoto and Waxahachie. Thank you . I do know about COG and appreciate the coordination with local jurisdictions. Glad to know you will be posting information.	Lakewood Point	12:55:53.009 639+00:00 2024-08-23
Lee S.			13:14:01.631
Vanessa M.	Thank you:)	LTNA	179+00:00 2024-08-23
Jana S.	Jay yes, a simple car wash here is 12 and up! It's crazy!	Gardens	13:17:18.756 647+00:00 2024-08-23
M E C.	Thank you. Look forward to your updates and information.	Crandall	13:19:44.219 575+00:00

Jana S.	Lori if you want to quit seeing it tap on the 3 dots in the upper right corner of this post and it will give YOU options to not see it any more. You do you, don't try to boss us and NCTCOG! Having dealings with COG for more than 20 years as a small cities representative, I have found that COG is one of the most useless organizations government has ever created. They have 0 responsibility and 0 power of enforcement. The only thing I ever found that they were good at was talking the subject to death and wasting time. But they pay their employees well so I guess it keeps them off the streets	Gardens	2024-08-23 13:20:20.649 641+00:00
Ben W.	Diane Trees? What are trees? Oh, yeah, something that keeps you from building █████, gets in your way, things you cut down indiscriminately. ðŸ˜ˆ	Country Manor	2024-08-23 13:21:06.591 521+00:00
Jana S.	Great! Thanks!	Gardens	2024-08-23 13:25:56.142 149+00:00
Rose M.	Share you do realize Wikipedia can be edited at will by anyone, right?	Lakes of River Trails North	2024-08-23 13:29:05.671 068+00:00
Jana S.	Any progress on getting public transportation in Arlington?	Gardens	2024-08-23 13:30:05.601 036+00:00
Re H.	Yes ðŸ˜ˆ½ Public transportation itâ€™s much needed here in Arlington!! Ricardo use the 3 dots in the upper right corner of a post or comment and you will get a list of options and can choose how you want to block them.	Forest Grove	2024-08-23 13:33:09.009 875+00:00
Fabiola G.	John It's difficult for pedestrians to use the sidewalk because of the bike. They run you over. Having mobility issues the bikes kept me from using Fish Creek trail. It was mid-morning & they come racing through & run you off the sidewalk. I gave up a long time ago. So yes, bikes need their own lanes. Brad OK, here we go. It's always at least one negative Nancy in the bunch. Somebody always has to make it about politics. ðŸ˜ˆ	East Brown Blvd	2024-08-23 13:39:09.910 191+00:00
Jana S.	Jay Iâ€™ve always thought the city planners have no clue. Bring in more people for more tax money etc but they never think of traffic flow. It unfortunately happens everywhere. No forwarding thinking	Gardens	2024-08-23 13:40:22.925 775+00:00
Karolina H.	Great news	Webb Britton Estates	2024-08-23 13:42:42.828 083+00:00
Kay J.	Would like to talk to you about the noise from Touch And Goes from Joint Base. Mary O'Donnell	Lakewood	2024-08-23 13:44:56.621 230+00:00
Andrea P.		Country Meadow Watchdogs	2024-08-23 13:45:16.413 121+00:00
liliane p.		Bedford / Harwood	2024-08-23 13:48:18.460 519+00:00
Mary O.		Western Hills South	2024-08-23 13:51:46.936 431+00:00

Allison R.	Brad T Thank you Brad! You are spot on! We can go to their meetings and voice our opinion and nothing will be done! It's a joke, the fleecing of America, and we all sit back and smile!	Ashmore Farms	2024-08-23 13:53:14.409 078+00:00
Linda B.	Looking forward to it ! Thank you.	Trophy Club	2024-08-23 13:53:21.588 721+00:00
Sandra B.	Sounds bad	Astor Heights	2024-08-23 13:57:07.350 562+00:00
Karolina H.	Deb I from N. TX but lived in the Houston/Galveston area for many years. At that time there was no charge to the public to use the HOV lanes. The only requirement was there be at least 2 people in the car.	Webb Britton Estates	2024-08-23 13:57:49.781 197+00:00
Mike B.	great idea Next Door needs more of this type communication from our government agencies.	Southern Southlake De Cordova	2024-08-23 14:06:06.981 624+00:00
Pamela S.	Thank you for your updates. We appreciate your efforts.	Bend Estates	2024-08-23 14:07:37.463 590+00:00
Pam P.	Thank you, very much appreciated!!!	North Lake Drive	2024-08-23 14:14:06.605 710+00:00
Tracy E.	Being that Frisco doesn't have a transportation system it would just be "SPAM" to us u.	Preston Ridge	2024-08-23 14:15:55.409 501+00:00
Tracy E.	Jana or they can open their own group instead of posting in this main chat	Preston Ridge Dominion	2024-08-23 14:17:25.055 115+00:00
Larry L.	Such a grand job on I-35W planning! Tracy you dont have roads? Oh my. Horses and trails!	At Panther Creek	2024-08-23 14:21:17.805 705+00:00
Brian C.	I'm sure you use roads that are under the Texas regional system though.	Rosemeade Estates	2024-08-23 14:21:23.777 310+00:00
Larry L.	Wish list time! Have ntcog purchase existing toll roads, set them free, and pay off with bond package. Allow the NTTA to continue developing more toll roads. Incentivize future planning	Dominion At Panther Creek	2024-08-23 14:27:35.147 197+00:00
Stephanie E.	As a newly disabled person, I'm excited to learn more about my transportation options.	Kidd Springs	2024-08-23 14:34:54.122 296+00:00
Tracy E.	Brian well Brian, the roads surrounding me are roads that was sold during a midnight vote by the city then turned into tollways which we had no say in it. Now they want you to encourage land use their there what ever they think they are going to do and it was also mean taking land for something	Preston Ridge	2024-08-23 14:34:56.038 587+00:00

	that we don't need or want. So please except their token of a statue. But forewarned.		
	Brian ahh, I see why you're snarky attitude, you live in Carrollton Texas a bedroom community can't offer anything like what these people are wanting so you don't have to worry	Preston Ridge	2024-08-23 14:37:30.100 002+00:00
Tracy E.	Nena I mean both yeah, but I believe enough of the cowboys stadium will be paid off in the next 6-8 years that they would have room to join Trinity metro at a .5% sales tax funding mechanism. Unfortunately I can't remember where I read that so don't quote me just yet		2024-08-23 14:38:54.851
Tyler W.	Can my Uber is subsidized.. saved my life twice needing immediate medical care with no one to ask. Handi Ride requires a 24hr advance reservation.	Addison	538+00:00
	DART attempted to drop the program but even the few of us with the privilege of a "beta" program made them realize that was a mistake~ for now.		
	Suggested that a trial program implies either a revision or a completion of the project, to deaf ears.		
	Buses from underserved areas are gone as their data was based on the census.		
	Also a promote-from-within mindset, so children of DART executives with no experience~ I could go on ðŸ™”		
	Seeing no hope for change altho in the fall hoping to speak at a meeting.		
	My closest stop is across Skillman (6 lanes) then walking on someone's lawn.		
	They suggested Sprout's [managing on SS] so asked if the program director had been to Sprout's vs shopped there.. "it's to expensive."		2024-08-23 14:50:05.388
Julie B.	Fixing this may not be in my lifetime at 77yo.	Skillman St	887+00:00
			2024-08-23 14:52:16.811
Julie B.	Larry got no answer re Federal infrastrure monies yet a bond election outting Dallas in greater debt. Stephanie high-end areas may offer DART GO to light rail but my balance is weak, fell, no assistance until a passenger came by.	Skillman St	986+00:00
			2024-08-23 14:56:27.677
Julie B.	Ask lots of questions. Hopefully they will keep and expand their Uber (beta) offering.. it's scary.	Skillman St	689+00:00

Raymond W.	Thank you for your much needed service! Raymond Watkins Lewisville, Tx	Quiet times	2024-08-23 15:02:56.621 147+00:00
Alex E.	Free quotes	Bella Casa	2024-08-23 15:04:27.003 923+00:00
James M.	Efficient land use?	Lochwood	2024-08-23 15:08:37.902 519+00:00
Duane C.	You hiring?	The Parks At Boat Club	2024-08-23 15:08:55.344 974+00:00
James M.	Lori No dissent, right? No questions.	Lochwood	2024-08-23 15:09:20.381 430+00:00
Jean A.	Looking forward to these updates in my feed!	Rogers and Center	2024-08-23 15:09:55.958 533+00:00
Pat C.	Brian Are you on a high horse?	Merriman Park/Univer sity Manor	2024-08-23 15:12:18.302 652+00:00
Alex E.	Duane yes what area I need help need labors		2024-08-23 15:12:44.993
Bharathi H.	Thanks Sarah! Great to receive the updates and posts!	Bella Casa	192+00:00
Pat C.	Larry Good idea!	Knolls Of Frisco	2024-08-23 15:13:12.170 977+00:00
Duane C.	Alex sorry i don't do labor jobs Anyone looking to move to north Fort Worth? Check out my home I'm selling. https://nextdoor.com/p/jp4mt34Jbc-L?utm_source=share&extras=OTg1NTYyOTg%3D&utm_campaign=1724425954784	Merriman Park/Univer sity Manor	2024-08-23 15:13:52.960 451+00:00
Duane C.		The Parks At Boat Club	2024-08-23 15:15:48.452 111+00:00
Pat C.	Tracy Cannot follow your train of thought!?	Merriman Park/Univer sity Manor	2024-08-23 15:16:42.291 527+00:00
Pat C.	Alex Very nice patio work!!	Merriman Park/Univer sity Manor	2024-08-23 15:17:53.889 171+00:00
Share S.	Jana verify if info is incorrect with a reliable source.		2024-08-23 15:18:41.672 488+00:00
		Terrell	2024-08-23 15:18:51.176 530+00:00

Jennifer E.	Cindy Why is that?	Junius Heights	2024-08-23 15:20:31.734 165+00:00 2024-08-23 15:23:52.283 761+00:00
Alex E.	Pat thank you is my passion love concrete Stephanie I've been handicapped for decades. I enjoyed a city that used to cherish the elderly and handicapped.	Bella Casa	2024-08-23 761+00:00
Diane R.	But, the last four years have proven to me that the city thinks we are a burden and want us to leave.	West Haven Foster Village North	2024-08-23 15:28:21.900 889+00:00 2024-08-23 15:30:05.720 583+00:00
Terri L.	Thanks for all the great information. It's good to have this information disseminated on an open forum. Previously the general public had no real access to or knowledge of these actions. Whether all of these layers of governmental bureaucracy are necessary is a different subject.	Creekside At Cross Timbers	2024-08-23 15:44:07.845 548+00:00 2024-08-23 15:48:18.739
Jeff B.			
Gail C.	I would like to opt out of your communications.	Richland	957+00:00 2024-08-23 15:53:08.187
Charles M.	Gail click the 3 dots on top of this post, go down to unsubscribe.	Greenville	132+00:00 2024-08-23 15:59:46.043
Willdon N.	Matt Those are your choices to drive in those lanes. Why complain? Who determines bus stops and scheduling for those stops? I've noticed that there are many places the Fort Worth buses stop, but many asking the way the drivers pass by, forcing riders to walk much further than necessary.	Greenway Parks Bomber Heights	2024-08-23 16:10:37.728 726+00:00 2024-08-23 16:11:05.313
Sandy K.			
Theresa W.	Is there a speed rail in D/FW's future? Julie Give Dart some credit, for trying to modify the routes being used by the majority of people. Very sad, when huge buses have no riders. Morning, Noon, Afternoon, and Night. Only the driver. Now, that's a waste. Routes in N. Dallas, where everyone have more than one car were not being used. I rarely used the one 1 block away, now it's gone. Now I have to walk another block to catch a bus. oh well, worth it ...I use bus, train to airport .. never drive anymore.. Much more convenient and cheaper. I do agree that Main streets like Northwest Hwy, need to have service for the entire road, instead of the route jumping North for 1 mile, wandering around and then coming back to the highway. Those without up to date information on the route makes it difficult to know	Gateway Estates	444+00:00 2024-08-23 16:11:47.203 324+00:00
Willdon N.		Greenway Parks	

where to catch it. Long walks, on a main thoroughfare. Especially around shopping centers, where people want to go and ride public transportation.

Betty T.	Thank you for connecting with our neighborhood . I look forward to your communications	JL Hill	2024-08-22 22:32:09.226 433+00:00
Deborah S.	Thank You Most Kindly..	Estates West	2024-08-22 22:38:28.388 350+00:00
Jay M.	Dan We have a car wash on the corner of 380 and 75, of course you need a bank loan to go through it, but it is what it is. We need one for the hoi polloi.	Sable Creek	2024-08-22 22:45:07.041 488+00:00
Shirley J.	Thank you, this is a great way to keep our community informed.Š~Š	The Villages At Spring Lake	2024-08-22 22:45:11.177 751+00:00
Jay M.	Honest question...Why is it developers are allowed to build out thousands of homes and apartments creating gridlock on existing roads, and only then do they start tearing up the roads to widen, expand, etc., and continues the chaos for 2-3 more years. Why not build out the roads first, then permit development. It's like Ready, Fire, Aim all the time. Highway 5 between Melissa and Anna is a prime example, thousands of apartments and new housing increasing density 20-fold, and then they start tearing up the 2-lane roads after it's a major problem. What is the logic behind that?	Sable Creek	2024-08-22 22:55:06.914 071+00:00
Tauhidah C.	Welcome Sarah! The only question or suggestion I have is why does the DFW area lack public transportation? This is one of the largest and one of the fastest growing metroplexes, but the city is not pedestrian friendly at all. It's a little disappointing that you have to get in your car and drive almost everywhere in order to get around.	Falcons Lair	2024-08-22 22:56:52.611 218+00:00
Annie B.	This is a new business for me, I hope to learn a lotŠ	The Vistas Harbor	2024-08-22 22:59:47.938
Nathan S.	Very cool!	Lakes	072+00:00
LISA M.	Thank you, appreciate the outreach!	Royal and 75	2024-08-22 23:00:48.589 822+00:00
Bonney R.	I know all about your organization. When my husband retired from 44 years in the title insurance business, he chaired a group of stakeholders for the Chamber of Commerce here in Waxahachie working on initiatives for our city. He grew up with Mike Eastland who was head of your organization. I'm sure you know him; however, he is probably retired. Our city has a very close relationship with your organization. My husband's name was Mike Ramsey. He passed away 2	Downtown	2024-08-22 23:02:28.729 545+00:00
		West Main St	2024-08-22 23:02:49.655 903+00:00

years ago.

I would really be interested in chatting with you.

Steven P.	Ella thatâ€™s because itâ€™s a slush fund and waste of taxpayer \$\$ that the voters had no decision in whatsoever. The dart board had a meeting last night and I received a phone call that allowed me to listen in and even talk to an operator to submit questions. I could participate from home and it was a great and easy way to get involved. I hope you could do something like that!	Meadow Ridge - Harvest Run	2024-08-22 23:08:12.135 614+00:00
Jennifer T.		Crestview Meadow Ridge - Harvest Run	2024-08-22 23:09:57.070 949+00:00
Steven P.	Rob that just shows how effective they have been	Bear Creek Ranch	2024-08-22 23:11:17.846 784+00:00
Laura K.	Sounds great - thanks for posting this!		2024-08-22 23:21:22.276 194+00:00
Brad T U.	Ella why? They are not an elected body. Itâ€™s a cabal. They are the ones instituting the UNâ€™s Agenda 21 and now Agenda 2030. They label it as sustainable development, but that is total B S	Stoneridge	2024-08-22 23:24:17.515 310+00:00
Brad T U.	Ella I have been on the news exposing the lovely corruption that inhabits the halls of our local government institutions. Trust me.	Stoneridge	2024-08-22 23:26:08.891 332+00:00
Theresa B.	How you find out what are air quality is at Providence Village with all the Ranch and Farm land being sold and mature trees uprooted and replaced with new houses, apartments and businesses and yearling trees planted. All the construction and traffic on 380 and Supreme Farms being sold and the dirt is being overturned and has created alot of dust and vehicle emissions in our area. We are now coughing up junk we never have and brown dirt covers cars parked outside. And you cannot keep furniture dusted. All in the name of Progress.	Providence Village	2024-08-22 23:36:40.764 580+00:00
Richard B.	If you can help, bring George Bush over to Highway 80, Iâ€™ll put your children through college!â€¦ or at least buy your fruit basket	Villages of Fox Hollow Granbury Historic District	2024-08-22 23:39:49.532 063+00:00
Debara H.	Thank you so much for all you do.. Thank you for the outreach. North Texas spend an unacceptable amount of time in traffic commuting or just taking care of their families. Rapid population growth and lack of political will be some elected officials has increased		2024-08-22 23:40:18.148 748+00:00
Scott U.	that largely wasted time waiting in traffic. Iâ€™m all for better	Trail Lake	2024-08-22 23:47:43.269 561+00:00

roads but also efficient public transportation options.

I look forward to your future post and thanks again keeping North Texans informed on transportation infrastructure projects and proposals.

Jeff M.	we look forward to any planned expansion of the Avondale Haslet bridge over Hwy 287.	Highlands At Willow Springs	2024-08-22 23:51:24.434 036+00:00
Nellie C.	Thank you.		2024-08-22 23:56:23.338
John D.	Brad T why be like that? Clueless I'm sure Lori please help me understand why they should close discussions? Shouldn't the citizens who pay their salaries have input and opinions?	Lakewood Palmer	869+00:00 2024-08-23 00:00:58.090 266+00:00
Lori J, R.	Thanks! Another Lori, spelled correctly ðŸ˜‰	Dallas North Estates 1 NCTCOG	2024-08-23 00:01:38.291 593+00:00
Communications Specialist Sarah T.	Jennifer We do! Our public meetings are hybrid, and there are several ways you can submit comments. Here's information about our upcoming public meetings: https://nctcog.publicinput.com/#events	Transportation Department	2024-08-23 00:01:39.844 835+00:00
Thelma K.	Great!! It would be nice to have some transportation in Weatherford the economy so high people can't afford to buy cars, it would really help them out so they could at least work	Timber Weatherford - Midway	188+00:00 2024-08-23 00:04:57.206 723+00:00
Clellie C.	Man I would love to visit with you about the recent proposal to expand Hwy 377 and access roads through Granbury!		2024-08-23 00:07:38.753
Greg H.	Let's visit!	Acton	132+00:00 2024-08-23 00:08:16.247
Pamela W.	Thanks!!	Hunter Trail Glen Meadow	489+00:00 2024-08-23 00:19:42.223
Sean N.	How do I opt out of these?	Estates/Rosser Park NCTCOG	769+00:00
Communications Specialist Sarah T.	Sean I believe you can unsubscribe if you click on the three dots at the top right of the post. Sorry to see you go!	Transportation Department	2024-08-23 00:23:47.056 346+00:00

			2024-08-23 00:26:03.696
Gale G.	Thank you ! Great	Forney	533+00:00
			2024-08-23
Connie C.	I need a retired person who can pay my bills, most are auto pay, 972-740-2920. Thanks.	Frisco Lakes	00:34:15.620 046+00:00
			2024-08-23
John R.	Sherry please. NO. Bike lanes. Keep em on the sidewalk.	Pleasant Acres	00:34:21.242 650+00:00
			2024-08-23
John W.	I miss living in Dallas. I was born and raised there. But, the crime got so bad we couldn't enjoy the downtown area without being accosted by people wanting to rob us or terrorize us. We moved to McKinney and we can enjoy all the things the city has to offer.	Mansions McKinney	00:36:09.711 522+00:00
			2024-08-23
David C.	Thanks for keeping us informed. We must be.	Frisco Lakes	00:44:24.893 131+00:00
			2024-08-23
Paul H.	Welcome. Where did you go to school. I am a retired communications Professor. Thank you for keeping us up to date.	Rayzor Ranch	00:45:05.264 648+00:00
			2024-08-23
Donna B.	John that's not even feasible with pedestrians and disabled on sidewalks. Sidewalks are not made for bicycles.	Clubview	00:48:19.638 317+00:00
			2024-08-23
Kim C.	Hello. What's happening with the train service that was planned to come thru Burleson 15 years ago? Thanks for the information. OMG! have you seen the PURPLE HAZE POLLUTION covering all of downtown DALLAS. It's disgusting and harmful to breathe, sooner or later all these "climate deniers" will figure it out.. When they get lung cancer from breathing. WE NEED MORE ALTERNATIVES, WE NEED ARMED POLICE or ARMED DRIVERS on ALL DART BUSES & TRAINS. PLEASE, more bike paths on streets and alternatives to driving vehicles need to be encouraged. What's funny Matt? Ever heard the story about the frog in the pot of warming water? Rrrriiiippppeetttt, rrrriiiippppeeeett. now that will be funny when your @sp is cooked. Like a burrito in a microwave in a tin wrapper on wheels.	Alsbury Estates	00:52:47.989 477+00:00
			2024-08-23
Willdon N.		Greenway Parks	00:55:07.314 816+00:00
			2024-08-23
Alice K.	Looking forward to hearing from you, if you need anything, I am retired and happy to help.	Woodhave n	00:56:54.061 702+00:00
			2024-08-23
Chad B.	So where is the buses and the rail to the north Dallas area and Collin and Denton and Grayson Counties??? Guess us hard working Americans and Veterans donâ€™t deserve city transportation of any kind !!!	Shepherds Hill	00:59:04.478 406+00:00

Jane M.	<p>Sarah Thompson, the problem I have with this post, is that you told us your agenda, occasionally come on to say thank you, but I am not reading any real replies from you to some of the neighbors' more serious concerns. Perhaps legally you are not allowed to. You appear to be a mouth piece of appeasement to the public, for this organization. ~OR~ perhaps this actually is not in your job description for this particular post. It may be someone else's job. Thank you. Otherwise I would hope for the best.</p> <p>John riding bikes on sidewalks is prohibited in most areas. Not necessarily advocating for bike lanes, but projects that enhance safety, increased hike/bike trails, etc. What is your objection to bike lanes just out of curiosity? Some folks would rather have a bike lane than share the road with cyclists others prefer sharing the road with the cyclist (edited for clarity). Cyclist are permitted to use an entire lane.</p>	<p>Gatewood Garland</p>	<p>2024-08-23 01:03:06.213 933+00:00</p>
Sherry O.		<p>Newman Village</p>	<p>2024-08-23 01:05:49.878 586+00:00</p>
Kara R.	<p>Thank you for posting, so all of the neighbors can be updated on new information that we would not know otherwise.</p> <p>Kara She had an opportunity to address real concerns some of the neighbors politely addressed, but she did not. Perhaps she will later. Or perhaps this actually is not in her job description for this particular post. It may be someone else's job. Thank you.</p>	<p>Bent Tree to Jewel</p>	<p>2024-08-23 01:06:55.551 664+00:00</p>
Jane M.		<p>Gatewood Garland</p>	<p>2024-08-23 01:08:49.158 949+00:00</p>
Marcus C.	Jane stop with your negativity!!	<p>Hillside Villas</p>	<p>2024-08-23 01:10:12.584 257+00:00</p>
Liz P.	<p>A nearby Amtrak for city of Arlington connecting Arlington to Dallas or Fortwoth.</p> <p>Chad newsflash! they're building the silver line from DFW Airport heading east through the northern suburbs and north Dallas! Grayson County won't be included unless they want to be a part of dart They're not paying anything into dart now so that's why dart doesn't go there..</p>	<p>Arlington</p>	<p>2024-08-23 01:10:41.621 507+00:00</p>
Marcus C.		<p>Hillside Villas</p>	<p>2024-08-23 01:13:16.296 893+00:00</p>
Eliett S.	Thanks for proactively informing us. Smart use of social media!	<p>Parkwood Ranch</p>	<p>2024-08-23 01:15:27.488 824+00:00</p>
Marcus C.	<p>Brad T nothing like an uninformed curmudgeon full of negativity to give their two cents worth</p> <p>Sarah Thompson, thank you for your time. The concern I have with this post is that you told us the agenda, occasionally come on to say thank you, but I am not reading any real replies from you to some of the neighbors' more serious concerns. Perhaps legally you are not allowed to. You appear to be a mouth piece of appeasement to the public, for this organization. ~OR~ perhaps this actually is not in your job</p>	<p>Hillside Villas</p>	<p>2024-08-23 01:15:59.768 233+00:00</p>
Jane M.		<p>Gatewood Garland</p>	<p>2024-08-23 01:16:07.622 933+00:00</p>


<p>Communications Specialist Sarah T.</p>	<p>description for this particular post, to talk about possible resolve of these concerns. It may be someone else's job. Thank you. Otherwise I would hope for the best. Jane Thank you for your comment. We've had a lot of fantastic feedback and great questions today! Some questions have been easier to answer than others, and some will take time will I find those answers. It's also our first day on Nextdoor, so it may take us a few days to find our feet. Thank you for your patience in the meantime. :)</p>	<p>NCTCOG Transportation Department 2024-08-23 01:19:48.808 485+00:00</p>
<p>Amye L.</p>	<p>Thank you</p>	<p>Sachse Creek 2024-08-23 01:23:11.141 559+00:00</p>
<p>Dansarki Y.</p>	<p>Well done Sarah and thank you. The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.</p>	<p>Verandah 149+00:00</p>
<p></p>	<p>NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts. Click here for more information about membership in NCTCOG.</p>	<p></p>
<p>Marcus C.</p>	<p>NCTCOG's General Assembly, which annually elects the Executive Board, is composed of one elected or appointed official from each governmental member of the Council whose annual dues are current. The Executive Board, comprised of 18 locally elected officials, is the policy-making body for all activities undertaken by the Council of Governments, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by technical, study, and policy development committees and a professional staff headed by Mike Eastland, Executive Director. Communications Specialist Sarah Thompson, thank you.</p>	<p>Hillside Villas 2024-08-23 01:25:19.104 254+00:00</p>
<p>Jane M.</p>	<p>Note that not one real concern was addressed, so I realize it may take a team effort to reply, in "due time". Even if we are disappointed with the replies/answers, will want facts, not patronizing or appeasing. Thank you and your team again.</p>	<p>Gatewood Garland 2024-08-23 01:29:23.466 516+00:00</p>

Brenda S.	Why isn't County Government included in your list of government agencies. They do own land outside of city limits and might be a help with more. Just saying.	Linkwood Estates	2024-08-23 01:33:28.388 665+00:00
Julie L.	I loved the transpotation presentation at the City of Arlington last month w all the new different modes of transportation in downtown Via ride shares, college student transportation shuttles, plus the new electric cars, and electric car food delivery trials and the proposal for partnering to have possible Drone deliveries for certain items. Lots going on in our city!	Graham Square & Embassy Court North Bethany Lake Estates	2024-08-23 01:34:42.354 617+00:00 2024-08-23 01:40:33.330 127+00:00
Wally T.	Appreciate notices thank you ma'am		
Jane M.	Marcus , thank you. NextDoor Citizens have real concerns, hopes, sincere questions/ NCTCOG may or may not have answers.	Gatewood Garland	2024-08-23 01:43:51.555 930+00:00
Jane D.	Thank you, Sara. Looking forward to your posts!	Mayfair	2024-08-23 01:56:07.118 821+00:00
Mary S.	Awesome! Thanks!	Pelican Bay	2024-08-23 01:57:48.820 445+00:00
Steven V.	ðŸ™ðŸ™½	Cross Oak Ranch	2024-08-23 02:13:00.873 772+00:00
Estela L.	Nice	Sleepy Hollow	2024-08-23 02:15:18.571 792+00:00
Gae S.	Granbury has a number of individuals who commute to Ft.Worth. Is there any chance of restoring fast rail service from Granbury to Ft. Worth along existing rail lines? We are retired and had to drive to Ft. Worth three times this week. I'm sure we're not alone.	Pecan	2024-08-23 02:16:33.376 979+00:00
Diana R.	Looking for suggestions for Cardiac Rehab in the NRH, Keller, Southlake area.	Forest Glenn West	2024-08-23 02:18:32.375 808+00:00
Jan G.	Great! Thank you!!	Southside Lake	2024-08-23 02:19:14.666 413+00:00
Travis J.	Eastern Collin County needs more parkways to move traffic.	Lakepointe	2024-08-23 02:30:43.369 585+00:00
Janet L.	Thank you! Look forward to your posts!	N Powell - N Riggins	2024-08-23 02:30:59.845 085+00:00

Welcome Sarah,
 Be a steward of the people who use (or try to use)
 transportation services in North Texas.

City of Arlington Handitran
 Retired Transit Manager.

			2024-08-23
Bob J.	Ask Mr. Morris how he feels things are progressing? I'm retired, I can ask that now.	Oakhill Park	02:42:16.769 334+00:00
			2024-08-23
Brad T U.	Marcus ignorance is not a redeeming quality I suppose you call building hov lanes with outrageous fees & that cripple traffic while you take years to complete them can improve transportation in our communities? Your board has lined their pockets in the name of our community good! It's a crock!!!	Stoneridge	02:44:32.284 922+00:00
			2024-08-23
Deb G.	My only opinion is save the land if we are to go green and you allegedly can for land use. Make people use and reuse old buildings instead of tearing up the land for new building when we have plenty of empty buildings and malls ect. Trees produce oxygen (good for air quality)and ect.	The Oaks Arlington	02:44:45.679 837+00:00
			2024-08-23
Nancy J.		Willow Ridge	02:52:11.829 148+00:00
			2024-08-23
Paul G.	Brad T Underwood No you have not. Jennifer Trust me, you don't want it. Rowlett had no Dart train and limited bus routes and virtually no vagrants when I moved here 15 years ago. Dart extended the rail out here several years ago and the vagrants, corner beggars and tent folk soon followed. Apparently the homeless qualify for heavy transit discounts and instead of remaining in highly urban areas, they migrate out until they find a new landing spot. Not conjecture. Fact!! Do not subject your own town to this debacle.	Lakewood Heights	02:58:33.173 244+00:00
			2024-08-23
Les W.		Flower Hill	03:02:07.138 398+00:00
			2024-08-23
Charity N.	Thank you for reaching out with this info. Sooooo yall are putting more work on the trinity metro employees and still don't wanna pay more money?? That's so odd! I literally just left from working with them as a service controller due to not making enough money and now yall want to give more work? lol yall funny!	Glendover Park	03:04:50.427 215+00:00
			2024-08-23
Shon W.		Benbrook Lakeside	03:16:48.709 741+00:00
			2024-08-23
Mary W.	Thank you Sarah. I look forward to the updates.	Harwood	03:19:08.147 055+00:00
			2024-08-23
Sheniqua D.	Thank you Ms. Sarah	Villages of Carmel	03:21:40.160 558+00:00

	<p>â€œyouâ€™re auto-subscribed to receive our posts in your feedâ€</p> <p>I like to know about transportation projects in the city BUT I donâ€™t like Nextdoor forcing us to receive posts you did not enroll for!!</p> <p>Used DART for years. Found myself moving when the one route in my neighborhood was cut.</p>	High Hawk At Martin's Meadow	2024-08-23 03:25:19.848 946+00:00
Ricardo C.			
Julie B.	It's a mess now. Hope you can fix it!	Skillman St Timberview	2024-08-23 03:25:33.859 544+00:00
Melissa R.	Brad I think you missed your nap.	Estates West	2024-08-23 03:28:15.967 432+00:00
Mary W.	Brad T NCTCOG posting on this platform provides an opportunity for accountability	Harwood	2024-08-23 03:28:19.733 791+00:00
Matt M.	Brad T can I get a link?		
	How about ties to Bill Gates and Klaus Schwab? Richard little elm will go bankrupt soon during Great Depression if Frisco doesnâ€™t annex this struggling high crime lakeside city and if more Bridges arenâ€™t built across Lewisville lake (even toll or crowdfunded) to connect it.	Arbor Creek	2024-08-23 03:37:16.140 156+00:00
	This situation gets ignored because of Rockwall I-30 bridge and no bush extension causing multiple hour backups!		
	2 local tourist major employers shut down last week laying off 200 people.		
	Should have done universal here and more like legacy west in the fields not universal.		
	Beach isnâ€™t enough of a draw to keep town alive!		
Matt M.		Arbor Creek	2024-08-23 03:46:07.705 331+00:00
Les W.	Matt Little Elm was beautiful before The Great Expansion. A shame. A little burg turned into another run-of-the-mill bungle.	Flower Hill	2024-08-23 03:55:05.923 017+00:00
	Deb my friend paid \$45 in fees to get in/out of Fort Worth from Frisco recently! Horrible.		
Matt M.	Iâ€™m spending \$3k on tolls for church and family mostly all on Lewisville lake bridge so expensive & time gas consuming even with toll tag!	Arbor Creek	2024-08-23 03:58:52.946 918+00:00

Matt M.	Travis it's bad but us and 380 plus south little elm west Frisco get ignored because of Rockwall bridge situation and [REDACTED]	Arbor Creek	2024-08-23 04:00:17.340 682+00:00 2024-08-23
Matt M.	Julie like the drones.	Arbor Creek	04:01:32.414 867+00:00 2024-08-23
Rushant S.	Great ! Looking forward....	Valley ABC Oak Creek Estates	04:01:35.471 841+00:00 2024-08-23
Susan E.	Brad T	Grapevine	04:02:51.417 792+00:00 2024-08-23
Dan H.	Welcome to the neighborhood Are you in charge of that train that nobody uses and is only good for creating traffic jams and making everyone late? If so make your next project fixing those tracks on Beach street. PS you owe me some new tires and a front end alignment.	Uptown	450+00:00 2024-08-23
Tracey S.		Fossil	04:17:27.434 377+00:00 2024-08-23
Julie B.	And back in Dallas ðŸ™”	Skillman St	04:32:06.118 706+00:00 2024-08-23
Cathy L.	Thank you for looking and improving our mobility.	S Great SW Pkwy	04:32:48.496 230+00:00 2024-08-23
Julie B.	Muriel DART is a mess!	Skillman St	04:32:59.636 844+00:00 2024-08-23
Julie B.	Susan it's disgraceful what we do not have.	Skillman St	04:33:40.256 976+00:00 2024-08-23
Jeannie B.	Very excited to hear this . Ricardo Ricardo you can block those so you no longer get those posts.	Westwood Park	04:40:14.371 815+00:00
Julie L.	All the cities partner and use NEXTDOOR as a voluntarily used platform, to keep the public informed-as the said information in Sara's post. That's a refreshing post to me as well as the 639 likes so far in 1 nite by 1130. I find important public information interesting. ND has turned into a site for so many people asking for free handouts, rehoming and finding hundreds of stray animals. The balance of topics is off. Originally it was created for sharing a variety of helpful information.	Graham Square & Embassy Court	2024-08-23 04:44:59.909 903+00:00

Sheldon H.	Thank you so much !	Forest & Audelia	2024-08-22 18:40:57.499 650+00:00 2024-08-22 18:43:38.202
Elaine C.	Thanks for including us in the air quality updates	Lakeside Cedar Creek Country Club	616+00:00 2024-08-22 18:46:34.823 868+00:00
Gina B.	Appreciate notices and updates, thanks Sara!	Denham Village	2024-08-22 18:47:04.038 450+00:00 2024-08-22
Janet P.	I look forward to seeing your posts.	Lakeside Estates	18:49:23.517 245+00:00 2024-08-22
Sandra D.	Thank you	Stoneridge	19:05:16.462 718+00:00 2024-08-22
Brad T U.	You are an unelected bureaucratic body with zero accountability to the public	Stoneridge	19:12:49.016 718+00:00 2024-08-22
Mark L.	Are citizens allowed to attend the cog meetings? So glad you're joining ND.	Fossil Park Merriman	855+00:00 2024-08-22
Pat C.	When I worked in commercial RE, I spoke to your office often. Your people are always so very helpful!	Park/University Manor Merriman	19:18:45.783 768+00:00 2024-08-22
Pat C.	Brad T And you need to check your facts!! Will you be including bicycle transportation as part of your planning?? Would love to see some projects and improvements bicycle traffic and safety.	Park/University Manor	19:19:37.558 796+00:00 2024-08-22
Sherry O.	1. Why is your office in Arlington, largest city in the United States without mass transit? 2. How many of your employees bike or carpool to the office? Or lead by example in other ways?	Newman Village	19:25:53.770 846+00:00 2024-08-22
Rob D.	Brad T I've been familiar with NCTCOG since the late 90's, have never seen a thing from them other than words.	Highland Terrace	19:30:42.286 982+00:00 2024-08-22
Rob D.	Certainly no leadership by example.	Highland Terrace	19:32:28.411 776+00:00 2024-08-22
Susan A.	All meetings and agendas are posted on the NCTCOG's website. The public is welcome to attend.	Stevens Park Village NCTCOG	19:35:02.345 273+00:00
Communications Specialist Sarah T.	Mark Absolutely, and our next public meeting is on September 9. We have many public input opportunities, which you can find here: https://nctcog.org/trans/involve . We'll also share meetings and events here on Nextdoor.	Transportation Department	2024-08-22 19:41:27.283 616+00:00

Jennifer E.	Please get public transportation in Arlington.	Junius Heights Fountain Park Estates	2024-08-22 19:42:36.214 783+00:00 2024-08-22 19:51:49.509 408+00:00
Randy G.	Randy Gardner	Cooper Crossing	2024-08-22 19:59:05.256 654+00:00
Betty B.	Thank you	Hillcrest Forest NCTCOG	2024-08-22 20:00:15.057 254+00:00
Deanna D.	Sounds great!	Transportation Department	2024-08-22 20:04:29.611 342+00:00
Communications Specialist Sarah T.	Sherry Yes we do! You can find information on our Bicycle-Pedestrian projects here: https://nctcog.org/trans/plan/bikeped	Creek Hollow	2024-08-22 20:09:53.865 476+00:00
Dan N.	Other than needing a car wash, everything is fine. Thanks, I'll read your posts to help stay informed. I'm familiar with NCTCOG transportation planning and participated with the environmental group during my tenure with DART and TxDOT.	Hampton Hills	2024-08-22 20:11:01.590 515+00:00
Tad H.	How about your organization do something to get a grade crossing in place on Bonds Ranch Road just west of RT287 before all of the additional apartments and houses are occupied and making a dangerous situation even more so.	Fossil Creek Estates	2024-08-22 20:11:23.184 042+00:00
Phil S.		Plantation Resort	2024-08-22 20:15:07.533 704+00:00
Hugh S.	Please don't bring public transit, liquor stores, or Section 8 housing to FrisWoke. EXCELLANT! Thank you, Sarah I'm glad to be on your message strand. Transprotation should be coordinated regionally. To prove that: How many prople do you know that work and live in different cities?	Legend Point	2024-08-22 20:15:52.127 702+00:00
Dan L.	Jennifer and Burleson, please and thank you. I tested in your office when I applied for a 1st Responder Dispatcher position, but I still know little about NCTCOG so it will be interesting to learn!	Gardens	2024-08-22 20:22:39.816 877+00:00
Jana S.		Junius Heights	2024-08-22 20:25:56.672 034+00:00
Jennifer E.	Jana Oh I don't live in Arlington. I just want public transportation to get to the games and back.		2024-08-22 20:26:52.726
Jana S.	Dan we can certainly share some (or many) of ours from the Burleson/Crowley area.....just sayin'.... ðŸ™€ðŸ™, ,	Gardens	198+00:00

			2024-08-22
Pam M.	Thank you Sarah. Will look forward to your posts. Some of the responses here from adults are shocking.	Heights At Westridge	20:30:21.573 872+00:00
Lori P.	PLEASE!! PLEASE!! PLEASE!! @NCTCOG remember to close discussion on your posts!!!	Morris Lane	2024-08-22 20:32:18.600 655+00:00
Ricky B.	Lori just curious why you say that? Are you in any way connected with the Dart ride services I get? This is the van that takes me from my home to doctors and community center	High Meadows	2024-08-22 20:38:26.814 207+00:00
Muriel R.	Pat show me the ballot application that shows board of trustees for the North TexasCOG?	Frankford	2024-08-22 20:43:00.495 236+00:00
Brad T U.	It does not exist	Stoneridge	2024-08-22 21:04:16.512 466+00:00
Rebecca T.	Thank you!	Greenland Hills	2024-08-22 21:12:44.455 762+00:00
Anna H.	Thank you for sharing, this will be informative for all communities and Associations @NCTCOG Brad T you seem to feel passionately about this Brad. You should definitely show up to their meetings and share your voice!	Dolphin Heights	2024-08-22 21:15:28.764 316+00:00
Ella C.		North Oak Cliff	2024-08-22 21:17:53.016 773+00:00
Jadore A.	Hugh they don't have anything to do with a liquor store or section 8. I see through your comment. Sad	Woodhave n	2024-08-22 21:26:48.668 195+00:00
Susan W.	Finally! Hopefully we'll have Public transportation soon... To catch up with other big cities.	Willowston e Estates At Mansfield	2024-08-22 21:46:43.990 373+00:00
Baburaj A.	Thanks very much!		2024-08-22 22:10:49.913
cathy c.	Appreciate you reaching out Sarah, as well as future notifications.	Erin Lane Merit	2024-08-22 030+00:00 22:17:33.215 142+00:00



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 MARK Bielomowicz
 Organization, if any SELF EMPLOYED
 City of Residence ELLIS COUNTY WAXAHACHIE TX Zip Code 75165
 RTC Agenda Item # 10

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:

RESTRICT NON-TRANSIT CITIES from
RELOCATING BUSINESSES FROM TRANSIT CITIES

BULLET TRAIN - Federal Government
does NOT HAVE MONEY TO FUND THIS
PROJECT



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

OCT. 15 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

BLUE-GREEN-GREY CALL FOR PROJECTS

The Blue-Green-Grey (BGG) Funding Program provides money for innovative projects that combine Blue (water), Green (environment) and Grey (transportation infrastructure) components that help address challenging problems in the region. NCTCOG has conducted a competitive Call For Projects and will present an overview of the program, including funding recommendations and next steps.

REGIONAL PARKING MANAGEMENT TOOLBOX AND DATABASE

To help North Texas cities achieve a more efficient transportation system and sustainable land uses, NCTCOG is collecting data on parking demands and promoting best practices in parking management. The Parking Toolbox offers resources and information for local governments to better manage parking in strategic locations. NCTCOG staff will provide an overview of the materials in the Toolbox and discuss how the region can get involved in this database effort.

STRATEGIC SELECTION OF TRAFFIC SIGNAL EQUIPMENT

NCTCOG staff will present a strategically prioritized list of traffic signal equipment improvements in the region based on available funding as well as the Regional Traffic Signal Minimum Standard. This prioritization follows a NCTCOG regional inventory that identified traffic signals lacking the necessary equipment to meet the standard. However, due to limited funding, not all equipment needs can be addressed and staff will outline the proposed process for selecting locations.

RESOURCES + INFORMATION

Mobility 2045 - 2022 Update: Administrative Revisions

www.publicinput.com/nctcogOct24

Interactive Public Input: Map Your Experience

www.nctcog.org/MapYourExperience

Try Parking It

www.TryParkingIt.com

Business Engagement Program

www.publicinput.com/nctcogBusinessEngage

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogOct24 or participate via phone by dialing 855-925-2801 then code 7277.

    @nctcogtrans

MINUTESREGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process

Miles Matter Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Sept. 9, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogSept24. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 318 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:

- Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process – **presented by Brendon Wheeler/Rebekah Gongora**
- Miles Matter Program – **presented by Natalie Bettger**

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/nctcogSept24.

Summary of Presentations

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process presentation:
https://www.nctcog.org/getmedia/b6b62ecd-7fe6-4f2d-bebd-29cfd5da9df3/Dallas-Fort-Worth-High-Speed-Rail_Advancing-Environmental-Process.pdf

The High-Speed Transportation Connections Study traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, including alignments and technology
- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in the National Environmental Policy Act (NEPA) process. Environmental reviews are conducted during this phase to assess the potential environmental implications of the proposed actions. Once this process is completed, NCTCOG will be able to investigate financial and operational options through public/private partnerships for implementation. Additionally, TxDOT is conducting a study on IH 30 between IH 35W in Fort Worth to Cooper Street in Arlington. The study is currently in the alternatives analysis phase, where improvement concepts are being evaluated. Future phases will include the development of a design schematic, an interstate access justification report and environmental studies. Public involvement opportunities will be available throughout the study process. TxDOT aims to achieve environmental and federal approval by the end of 2027.

Since 2020, 300 meetings have been held throughout the region related to high-speed rail. This includes public meetings, open houses and working group sessions, as well as coordination meetings with federal and State agencies. Additional engagements include a technical forum, discussions with transportation agencies and railroads, meetings with city and elected officials, stakeholder interviews and community group meetings.

The next steps for the study include advancing engineering for the western alternative in downtown Dallas and continuing stakeholder coordination. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcog.org/dfw-hstcs.

Miles Matter Program presentation:

<https://www.nctcog.org/getmedia/805a36ff-631b-437f-b245-e6c85d4f5e6b/Miles-Matter-Program.pdf>

The Miles Matter Program is an incentive program for travel behavior that uses the GoCarma app to promote high-occupancy vehicle (HOV) travel, congestion avoidance and off-peak travel. The program coincides with transportation policy objectives and provides personalized rewards. Drivers gain points for desired travel habits, which can then be redeemed for gift cards.

The program has evolved over time, commencing in 2006 with the establishment of the NCTCOG Regional Transportation Council (RTC) Tolloed Managed Lane Policy, which first implemented manual HOV verification while examining automated verification options. TxDOT and NCTCOG signed a deal with Carma Technologies in 2017 to implement occupancy detection using the GoCarma app, which went live in 2020. The GoCarma app simplifies the HOV discount process for drivers in the 120-mile TEXpress Lane network. The software uses proximity detection with Bluetooth Low Energy (BLE) and GPS to automatically verify HOV status in real time, removing the need for roadside enforcement. The system has processed over 5.4 million toll transactions, certifying the HOV status of over 75,000 cars in the Dallas-Fort Worth area. The software is completely transparent about transactions, and strong privacy protections are in place to secure user data.

The Miles Matter Program launched in September 2024, with approximately 500 participants drawn mostly from existing Carma users. Participants will earn points by completing surveys, taking odometer readings and driving on IH 35W during specific hours. The project is expected to conclude in December 2025.

For more information or to participate, visit www.gocarma.com/dfw.

COMMENTS RECEIVED DURING THE MEETING

Dallas-Fort Worth High-Speed Rail: Advancing Environmental Process

Michael Ilagan, Citizen

A. Dallas City Council resolution

Comment: I didn't quite pick up why the Dallas City Council made a resolution to move that rail alignment. My biggest concern as a Dallas resident is how do I access this train? I know exactly how to access the TRE and DART, but I don't see how this train connects to either of those right now. Do I have to take an Uber or a Lyft to get to the Cedars or do I have to drive to the Cedars? It might be easier for me just to take the TRE to get to Fort Worth than to take an Uber or a Lyft or drive and find parking down in the Cedars. It just seems like a comedy of errors at some point.

Summary of response by Brendon Wheeler: From city council meetings and our discussions, there's concern that a 70-foot viaduct would further divide that part of downtown and hinder development, including the new convention center. There's also a negative view of the infrastructure costs. You're right about the connectivity to the approved Dallas high-speed rail station, which is about two-thirds of a mile from Union Station. There are no planned connections beyond sidewalks and street links. In 2020, the city studied moving Union Station services to a new multimodal center at Lot E but decided to keep Union Station as the hub. More discussions will follow to close the gap between the rail stations.

B. Rail connectivity

Comment: These solutions are going to hurt ridership if there is not better connectivity to something. I never go to the Cedars frankly, and I've lived here for 18 years. I don't know what kind of parking they have down there, but if they're not going to connect it to anything, they had better have a lot of parking. I guess that means I must drive through traffic to get to that spot to get to Fort Worth, which, you know, at some point it is about the same as the TRE.

Summary of response by Brendon Wheeler: Thank you for your comment. As a project team, we understand there's a lot of work to be done to make sure things outside of this project come together to form a cohesive transit system experience. Otherwise, like you said, no one will use it regardless of how much it costs.

C. DART GoLink System and connectivity solutions

Comment: I have one suggestion. In addition to applauding the effort here, regardless of how it ends up, you know, DART has just implemented a new GoLink system that gives users a car service to get from a point to a train station. So, one of the connectivity solutions may be for me to lobby Dart to get a GoLink car to take me from Union Station to your Cedar Station. But my point is that maybe there are existing solutions. It might help alleviate some of my anxiety over how to use this thing if it ever gets there.

Response by Natalie Bettger: Thank you for your comments.

Sydria James, Citizen

A. Ticket prices

Question: If, in the future, a new form of public transit connects to downtown Fort Worth, but you're commuting to Arlington, would it be economical to use that? Or would it be like taking a 30-minute flight?

Summary of response by Brendon Wheeler: NCTCOG's role is to plan the corridor. We're not operators, so I couldn't speak to what ticket prices could be. I know between Dallas and Houston, Texas Central has maintained ticket prices will be competitive with airfare, somewhere in the range of 80% of an airline ticket between Dallas and Houston. If you look at Florida's Brightline, ticket prices vary based on monthly packages, the time of day you're traveling or if you want the premium car or the north car. So, between Fort Worth to Arlington or Fort Worth and Dallas, it's hard to say what the ticket prices will be. I imagine they're going to be more expensive than TRE tickets. TRE provides commuter service, where high-speed rail is intended to provide inner city connectivity. That's not to say you can't use high-speed rail to get to a Cowboys game in Arlington. It'll probably depend on what you're trying to do and if it fits into your personal life.

Adrian Enriquez Sanchez, Citizen

A. Development in rural communities

Question: Are there any proposed projects or potential developments to connect slightly more rural communities to these urban areas like Dallas and Fort Worth? I'm asking specifically for Corsicana, Fairfield, Palestine, Jacksonville, etc.

Summary of response by Brendon Wheeler: Currently, not to my knowledge. These conversations along the Dallas to Houston corridor would be better handled by Amtrak and Texas Central. The more stations a high-speed rail has, the slower it travels. Globally, high-speed rail systems often balance express routes with those that make more stops. For example, the Beijing-to-Shanghai line in China has express trains and others that stop more frequently. It's an economical decision from an operator's standpoint. As far as I know, Amtrak and Texas Central haven't indicated plans for additional stations.

Phyllis Silver, Citizen

A. Project feedback

Comment: Brendon, you and your team are doing a great job. I realize that there are still a lot of loose ends, but to me personally, it is very inspirational that with all the negative comments and roadblocks, you all come up with so many different alternatives. The project's engineering is also very inspirational. I truly believe that even with all the obstacles, you all will come up with a way that's mutually agreeable to everybody.

Summary of response by Brendon Wheeler: Thank you. We appreciate your comment.

Ally Surface, Citizen

A. Job preparedness and construction impacts

Question: What types of jobs should we as school districts prepare our students for in reference to this project? How will this construction impact our families in the Eagle Mountain, Saginaw and Blue Mound area?

Summary of response by Brendon Wheeler: This is a regional project., From the outset, we believe three high-speed rail stations in the metroplex and the connectivity that it offers to statewide systems really is a nexus not unlike DFW airport back in the seventies. From that standpoint, I think the whole region benefits. The project impacts do not directly extend that far to the north or the west. The farthest west of this project is downtown Fort Worth and then along the IH 30 corridor to Arlington. Then there's the Dallas to Houston corridor that extends south of Dallas towards Houston. No direct project impacts, but I think economically the sky's the limit. According to research from international examples, high-speed rail, especially when connected to transit systems, promotes economic development at transit system stations, even if they are many miles away. This is due to the inner-city access and the inner region access that high-speed rail provides.

Andy Taft, Citizen

- A. Project feedback

Comment: Connecting Fort Worth and Arlington to the high-speed rail project is critical. Many thanks to all who are keeping this aspect of the project front and center.

Summary of response by Brendon Wheeler: Thank you for your comment.

Mark Wolf, Citizen

- A. Transit for short distance

Question: For such a short distance (Fort Worth to Dallas) why force high speed? Why not just run a dedicated, nonstop TRE timed to the HSR arrival from Houston and not be so complicated about it?

Summary of response by Brendon Wheeler: For a brief response, I'll note an early commenter's point about the connectivity between Union Station and Dallas high-speed rail station. That's two thirds of a mile on city streets and we're expecting riders from all walks of life to use the service. So, from that aspect, creating a seamless connection is important. A dedicated TRE service really connects Dallas and Fort Worth better than it is today, but the purpose of this project isn't to connect Dallas to Fort Worth, it's to provide inter-regional access to downtown Dallas, Arlington and Fort Worth to the rest of the State. The inner-city movement is critical for this one-seat ride.

Olin Jaye, Citizen

- A. Project's current roadblocks

Question: What is the remaining major roadblock to the Texas Central Partners - Dallas to Houston? The remaining right-of-way acquisition or political resistance in Grimes County and Texas?

Summary of response by Brendon Wheeler: Since NCTCOG oversees the Fort Worth to Dallas piece, I don't know that we can speak too much to the Dallas to Houston segment. I know Amtrak is continuing to advance their partnership with Texas Central and they're finishing up their due diligence on that planning work. I can't really speak about any future hurdles. I do know they have an environmentally clear document, are working on their funding package, own some of the right of way and are looking on how best to advance that project.

Teresa Moore, Citizen

A. Project feedback

Comment: I am excited about this opportunity to expand transportation options for all of our new residents, visitors and students!

Summary of response by Brendon Wheeler: Thank you for your comment.

Michael Weiss, Citizen

A. Construction costs

Question: How are you planning to pay for the high-speed rail connection if it is constructed? Will the riders pay for all of the construction and maintenance costs, or will it be up to Cities to heavily subsidize it with higher taxes?

Summary of response by Brendon Wheeler: This ties into an earlier question about ticket prices. High-speed rail starts to operate much more like an economical supply and demand model, much like our flights do. When it comes to flights, a lot of those are paid for through ticket prices. High-speed rail, however, can generate a lot of value at the station locations. We have examples from around the world. If you look even at Brightline in Florida, as I mentioned, the value for high-speed rail is provided in the land development opportunities. We're going from an origin to a destination, so those destinations are really where the value of the transportation mode is gained. So, for private operators around the world, they're seeing the benefit in owning, investing and developing as destinations and as a multimodal connectivity point to provide seamless access. Ticket fares do not cover the full cost of the infrastructure. We believe the development of the station really leverages a lot of that funding revenue. Between Fort Worth and Dallas, we don't expect this to be a fully public enterprise. California's high-speed rail system is going the full public funding route. As I mentioned, Brightline West is mostly private with some government loans and grant funding. We expect that this project between Fort Worth and Dallas will be somewhere in the private/public partnership area, where some funding may be public and a lot more of the funding coming from the private sector.

Ann Zadeh, Citizen

A. Community involvement

Comment: There've been a couple questions from audience members about places they can go to advocate for some of the things they're looking for. There's an organization in Dallas called DATA, the Dallas Area Transit Alliance. There is an organization in Tarrant County called Sunrise Movement. There are lots of opportunities to get involved.

Summary of response by Natalie Bettger: Thank you for your comment.

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

Email

Ernest Stokely, Citizen

I am writing to express my strong support for public transportation. As we now approach gridlock with our auto-centric transportation corridors, it is more important than ever that we seek and support innovative alternatives of public transportation. It may be that the future lies in multiple modes of public transportation, or we may coalesce around one or two major modes. Whatever the direction, we cannot keep adding private autos onto the roads as the solution to our transportation needs. Innovation must be the key. I strongly support your efforts in North Texas.

Emily Williams

Thank you for your work to ensure that North Texas is not left behind on high-speed rail! What considerations will be made to increase availability for UT Arlington students to commute to-and-from the possible Arlington station? As a UTA alumnus, I previously utilized the MAX bus system from Centreport Station to UTA campus and was saddened to find it was discontinued. I hope future students will have the opportunity to utilize public transportation to attend UTA.

AJ Austin, Citizen

Hello, great presentation and thank you for your dedication to this project!

Comment 1-To reiterate the main point of concern for the traveling public- the high-speed rail routing and station in Dallas MUST be addressed. The high-speed train must use the EBJ Dallas station- nobody is going to walk 2/3 of mile in the Texas summer. Having to call an Uber or a bus is not seamless, pleasant nor cheap! This will further encourage the "one-seat ride" process and encourage an easy transfer to local and regional rail (TRE and DART).

Question 1-Is there any serious discussion to extend the TRE to Weatherford, TX along the UP mainline routing? The growth of Northern Texas will continue westward. (think park-n-ride).

Question 2- Is there any serious discussion to extend the TEXRAIL (or TRE) southward towards the medical district and/or Crowley/Burleson (think a park-n-ride).

Julie Villaescusa, Citizen

Please see attachment 1.

Website

Rob Severance, Citizen

Thank you for the information.

Michael D Ilagan, Citizen

I'm concerned about the location of the station in Dallas. I'm not sure the business community will travel south of downtown to catch a train. Will the DART stop at the train station for high-speed rail? If Dallas residents on the north side find station access inconvenient, ridership will suffer. And I might just stick with taking the TRE since it has stops on the north side of Dallas.

Facebook

1. High-speed rail and travel behavior study for review/comment. — NCTCOG Transportation Department



Having a public transit meeting, in the largest city in the U.S. without public transit. Way to be accessible haha — Matthew Banks

Matthew Banks Hi Matthew, the meeting will also be accessible online at publicinput.com/nctcogSept24 where people can participate by phone, email or the website. A live recording will also be available after the meeting, and the comment period is open until October 8. We also offer this accommodation: 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. — NCTCOG Transportation Department

Matthew - Ok well I guess the NCTCOG Transportation Department told you. What's more hypocritical is that their office is located in the largest city in the United States that does not have mass transit. That way they can all tell people, "Do as we advise but not as we do." — Rob Dentremont

Rob Dentremont Your statement is a lie. Arlington taxpayers are forced to fund THREE DIFFERENT FORMS OF 'PUBLIC TRANSIT': HandiTran 'Arlington On-Demand' (the taxpayer-funded door-to-door TAXI) 'Mavs Mover' (UTA student vans) — Mi Licater

Mi Licater which one do I use to get to Globe Life Field and AT&T Stadium from a DART station? — Rob Dentremont

Rob "Arlington On Demand" — Mi Licater

Mi Licater I'm sorry, I don't consider Uber variants public transit. Also, if people being able to travel without cars triggers you this much, be thankful you weren't born in the 19th century 🤖 — Matthew Banks

Mi - You called my bluff, good job. I will never use that service, but I hope it provides close to as much value as it consumes. Probably not, I get it. But I have faith in DART...as a kid in the northeast, mass transit was a big help. Not an easy problem to solve here. — Rob Dentremont

NO, WE ARE TAXED ENOUGH ALREADY. — Mi Licater

The question always ... who picks up the tab ... I might go public transport ..it has to be way cheaper than it would be for me to drive my car (even excluding maintenance). Also, it would need to go to burbs at least 10 times ..back and forth ... 5a 6a 9a 4:30p 5:30p 9:30 10:30. That way public tx could be used to go to work from the burbs — Harry Higley

Instagram

1. High-speed rail and travel behavior study for review/comment. — NCTCOG Transportation (@nctcogtrans)



Why is a public transit meeting being hosted in a city completely without public transit?
— Matthew Banks (@matthew.banks.3762)

2. @nctcogtrans will be holding a public meeting to discuss the Dallas-Fort Worth high-speed rail and Miles Matter Program. The Miles Matter Program is a system that aims to engage 500 people who travel along the IH 35W corridor. The first round of participants will begin September of 2024. Participants will be offered incentives to adjust their commute time outside of the peak travel period. Need a ride from CentrePoint Station? Request a round-trip ride for \$6 with the Arlington Transportation App. For more details, including online surveys related to this

meeting and online accessibility, check out Stories/Linktree. #parkandride #arlington #fortworth #publictransportation #dallastransit #highspeedrail — Walkable Fort Worth (@walkablefortworth)



Questions for September 9, 2024 NCTCOG HSR Meeting

Please answer these questions on the proposed Dallas – Fort Worth High-Speed Rail project.

Question 1

Your Grant Application contains the following:

A growing workforce trend is the increasing prevalence of the “super-commuter.” In its 2012 publication, “The Emergence of the Super-Commuter,” the New York University Rudin Center for Transportation defined super-commuters as individuals who live beyond the census-defined combined statistical area of their workplace. This includes commutes of more than 90 minutes or 180 miles from home.

In 2009, Harris (Houston) and Dallas (Dallas) Counties ranked first and second, respectively, as the top U.S. counties for super-commuting. Super-commuters accounted for 13 percent of the workforce in both counties. Of this super-commuting population, approximately 97,000 super-commuters traveled between Dallas and Houston, which represented more than a 50 percent increase in super-commuting since 2002. Since the 2012 publication, the number of super-commuters has increased as businesses prioritize talent over

1

“The Emergence of the Super-Commuter” actually says:

“However, because OnTheMap does not identify the travel patterns of individuals in the non-local labor shed, this study cannot ascertain whether all of these individuals can be considered “super-commuters” in the truest sense, since the study interpreted an actual super-commute as an occasional (clarify in parenthesis) long-distance trip, such as once or twice per week, made for work purposes by a variety of intercity travel modes. These figures and trends on “super commuting” should be interpreted as potential or likely super-commuters, since the data only reflects residential location.”²

Would you agree that the super-commuter report does not say that “approximately 97,000 super-commuters *traveled* between Dallas and Houston”? But rather the report says these super-commuters *could potentially have traveled*?

¹ Your Grant Application p 8

² [supercommuter_report.pdf \(nyu.edu\)](#) p 6

Would you agree that Texas Central mischaracterizes this report on their website when they say that “Nearly 100,000 Texans, sometimes called “super-commuters,” travel back and forth between Houston and Dallas/Fort Worth more than once a week [\(source\)](#). ”³

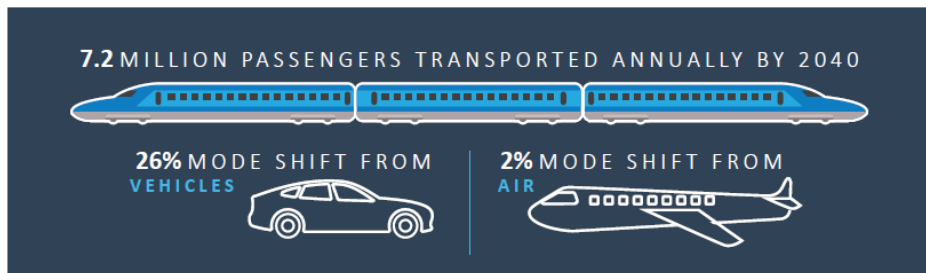
Would you agree that 97,000 Texans traveling back and forth between Houston and Dallas Fort Worth more than once a week would equal to at least 55,000 trips a day? This is much higher than traffic counts on I45 show near Streetman, Texas (which include truck traffic and local/thru traffic). How is this possible? (97,000 Texans traveling back and forth is 194,000 trips a week and the lowest possible whole number more than once a week is twice a week which is 388,000 trips a week or 55,428 trips a day.)

Your statement that “approximately 97,000 super-commuters traveled between Dallas and Houston” appears to be a mischaracterization of the numbers from the 2012 report “The Emergence of the Super-Commuter”. Did NCTCOG make this mischaracterization on their own, or are they just blindly copying what Texas Central has said about this report?

Why does NCTCOG think that a pre-COVID, pre-ZOOM report that is over a decade old has any bearing on high speed rail in Texas?

Question 2

Your Grant Application contains the following graphic:



FRA Corridor Identification and Development Program – FY 2022

8

4

Where did this data come from?

Why would there be a higher mode shift from cars than from air?

Have you heard that worldwide, most hsr passengers come from conventional rail, then air, then cars? Why would only 2% of air passengers switch to hsr?

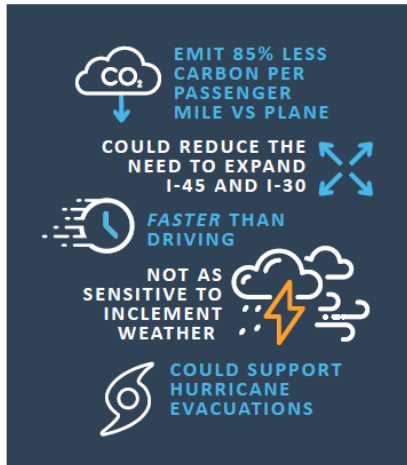
What is the highest mode shift from cars worldwide? Why do you think that Texas would be higher than other HSR lines worldwide? It is because Houston and Dallas both have poor public

³ [The Project - Texas Central](#) obtained August 28, 2024

⁴ Your Grant Application p 8

transportation compared to other countries? Do you think that good local public transit helps or harms HSR ridership?

Where did you get the data for this graphic:



5

Is the 85% less carbon per passenger mile vs plane based on Texas's electricity that is produced by coal and natural gas or is this taken from other countries, such as France, which have mostly nuclear power?

Are you aware that the FEIS did not even bother to calculate emissions savings from air?

“On a relative basis, shifting to HSR from bus or aircraft travel would result in minor reductions of criteria pollutants. Therefore, omitting reductions of criteria pollutants from aircraft and bus travel from the net estimate of emissions due to travel shift to HSR is a conservative assumption since fewer emissions reductions would result by only considering passenger vehicle travel. Accordingly, emissions reductions were not calculated for bus and aircraft travel modes.”⁶

Do you think it's weird that FEIS did not bother calculating emissions savings from air? Do you think it's weird that FEIS has only 2% mode shift from air?

Why do you think that hsr could support hurricane evacuations? Where has this happened and how did it work?

Question 3

Are you aware that the FRA's Texas Central HSR FEIS does not add in emissions from cars around the stations? Do you think this is correct?

Are you aware that the DCMAGLEV project concludes “The SCMAGLEV Project would likely result in an increase to corridor wide criteria pollutant and greenhouse gas emissions, particularly in areas

⁵ Your Grant Application p 10

⁶ FEIS p 3.2-14

around station locations due to increased traffic, but would reduce overall mobile source emissions regionally.”⁷

Why wouldn't the Dallas-Houston HSR reach the same conclusion – there would be more car emissions in the cities due to the HSR?

Question 4

Do you think there will be adequate parking at the Dallas station for cars taking the HSR to Fort Worth and Houston?

The FEIS shows that there will be 5,290 parking spaces available for passengers at the Dallas station (a total of 6,340 vehicles including staff parking and off-site valet parking).⁸

The FEIS states that 25% of the passengers will drive and park, with 1.2 passengers per vehicle.⁹ At 7.2 million passengers per year, there would be approximately 2,000 cars per day arriving to park at the station. At 13 million passengers (which Texas Central is currently touting as shown in a flyer sent to Houston's Mayor Whitmire¹⁰) more than 3,500 vehicles would arrive to park at the Dallas station each day. According to the FEIS, 75% of passengers (and their cars) would stay an average of 3 days on their trip.¹¹

How is NCTCOG planning to address parking for Dallas-Fort Worth passengers?

Do you think the Dallas station is adequately sized for passengers to Houston and Fort Worth?

Question 5

If the Dallas-Houston HSR is never built, or the Dallas-Fort Worth HSR is built first, who will build the Dallas station?

Thanks,

Julie Villaescusa

julie.villaescusa@gmail.com

⁷ <https://bwmaglev.info/project-documents/deis#draft-environmental-impact-statement-deis> SCMaglev DEIS p 4.4-9

⁸ FEIS Appendix F part 1 p 87 (p 109 of document)

⁹ FEIS Appendix F part 1 p 80 (p 102 of document)

¹⁰ Highspeed_Onepage_2020_FINAL.pdf

¹¹ FEIS Appendix F part 1 p 86 (p 108 of document)

WFAA

NORTH TEXAS TOLL REVENUE EXPECTED TO DOUBLE BY 2040

More than half of NTTA's revenue goes toward debt services

By Lauren McDonald, Dallas Business Journal
August 30, 2024

Traffic numbers and toll revenues are expected to rise significantly as the population in Dallas–Fort Worth area grows, [according to a study](#) commissioned by the North Texas Tollway Authority. Annual toll revenue for the NTAA system will likely more than double over the next 20 years, according to the report.

Annual toll revenue for the NTAA system is estimated to be \$1.19 billion in 2024. In five years, that revenue is expected to be \$1.52 billion; in 10 years \$1.9 billion; and in 20 years \$2.8 billion.

The [NTTA System](#) includes eight toll roads: the [Dallas North Tollway](#), President George Bush Turnpike, Sam Rayburn Tollway, Chisholm Trail Parkway, Addison Airport toll tunnel, Mountain Creek Lake Bridge, Lewisville Lake toll bridge and the 360 tollway.

The NTTA commissioned engineering consultant CDM Smith to compile a comprehensive traffic and toll revenue study, which was completed this month. The report included a system-wide review of transactions and toll revenue, traffic data collection, independent socioeconomic forecasts, review of the latest transportation improvement plan, travel demand model updates and development of long-term traffic and toll revenue estimates for the NTTA System.

The purpose of the study is to develop traffic and forecasts for the NTTA System. The growth in revenue is expected to help NTTA cover its expenses and capital plans, said Michael Rey, media relations manager for the authority.

“NTTA is pleased that our network of roads continues to provide mobility for our customers,” he said. “The modest growth projected by the independent T&R consultants ensures we can fulfill our over \$9 billion debt obligations to our bondholders.”

About a fourth of NTTA’s annual revenues cover operations and maintenance. More than half of the revenue goes toward debt services, and 22% is spent on future projects.

The 2024-2028 NTTA capital plan calls for the organization to spend \$916 million to increase traffic capacity, \$364 million on technology enhancements, \$632 million on improvements to system safety, roads and facilities, and \$61 million on interchange and ramp improvements.

“As one of the more attractive economic centers in the country, transportation infrastructure will be critically important and the toll rates strengthen our ability to fund necessary maintenance and expansion,” Rey said.

According to the U.S. Census, the DFW Metroplex is the fourth largest in the nation, with a population of 7.7 million in 2020 that is projected to grow to 11.4 million by 2045. The growth represents a 48% increase in the North Texas population over the next 25 years.

[DFW has one of the largest regional economies in Texas](#) and is more populous than 37 states. The seven most populous counties in North Texas – [Collin](#), Dallas, Denton, Ellis, Johnson, Rockwell and Tarrant counties – are expected to see significant growth in the next 20 years, according to a handful of scenarios laid out in the report.

The total population of these counties will rise from just over 7 million in 2020 to between 8.5 million and 9.4 million in 2040, according to the report.

Texas is one of the fastest-growing states in the U.S., according to the U.S. Census. The state added 4 million people between 2010 and 2020, an almost 16% increase in population.

Estimated annual revenue increases for the NTTA's eight toll roads is broken down as follows:

- Dallas North Tollway: \$346.6 million in revenue in 2024, expected to rise to \$469.7 million by 2030 and \$675.3 million by 2040
- President George Bush Turnpike: (excluding PGBT WE and PGBT EE): \$301.5 million in revenue in 2024, expected to rise to \$396.5 million by 2030 and \$598.4 million by 2040
- PGBT WE: \$75.5 million revenue in 2024, expected to rise to \$98.8 million in 2030 and \$154.1 million by 2040
- PGBT EE: \$53.6 million revenue in 2024, expected to rise to \$72.3 million by 2030 and \$120.8 million by 2040
- Sam Rayburn Tollway: \$272.9 million revenue in 2024, expected to rise to \$355.6 million by 2030 and \$546.8 million by 2040
- Chisholm Trail Parkway - \$86.5 million revenue in 2024, expected to rise to \$125.1 million in 2030 and \$203.1 million by 2040
- 360 tollway: \$31.4 million revenue in 2024, expected to rise to \$46.4 million in 2030 and \$83.8 million in 2040
- Addison Airport toll tunnel, Mountain Creek Lake Bridge, Lewisville Lake toll bridge combined: \$17.8 million revenue in 2024, expected to rise to \$23.9 million in 2030 and \$36.9 million in 2040

HOUSTON TO DALLAS HIGH-SPEED RAIL RECEIVES \$63.9 MILLION FEDERAL GRANT

By Kyle McClenagan

September 4, 2024

Amtrak has received a nearly \$64 million grant to continue planning the Texas High-Speed Rail project after several years of stagnation due to the COVID pandemic.

The project — which proposes a less than 90-minute high-speed rail route between Houston and Dallas, with one stop in the Brazos Valley — has been progressing through the early planning and development stages for the past several years as it continues to lobby for support among Texans and representatives alike. According to early concepts of the route, the Houston station would be located at the Northwest Mall site near the interchange of US 290 and Interstate 610.

The \$63.9 million grant was awarded last month as part of \$153 million in funding made available by the U.S. Department of Transportation's Federal Railroad Administration ([FRA](#)) in early July. According to FRA, the funds were created as part of the bipartisan Infrastructure Investment and Jobs Act which was passed under the Biden Administration in Nov. 2021. The main goal of the grant money is to "initiate, restore and enhance intercity passenger rail services." This most recent influx of federal money follows on the heels of a [\\$500,000 grant](#) to Amtrak in December 2023.

In August 2023, Amtrak said that it was exploring the possibility of a partnership with Texas Central, the company originally behind the Houston-Dallas corridor concept. Less than a year later, Amtrak's senior vice president and head of high-speed rail development, Andy Byford, [announced](#) Amtrak was officially in charge of the project.

"One of the first things Amtrak did in taking over the project was to undertake research to see [if] the demand is still there post-COVID that the same research indicated there was pre-COVID," he said in April during the 2024 Southwestern Rail Conference. "The actual forecast, in terms of the projected ridership, is very strong and that's important because that means you can then make a business case for the capital investment."

It is currently unclear what changes, if any, Amtrak has made to the plans for the Texas High-Speed Rail Corridor, but Byford said during his presentation that the Houston to Dallas route was nearly a perfect candidate.

"You want to have a line that is reasonably easy to construct, that has relatively straightforward topography," he said. "You're looking for routes which maybe have suboptimal alternatives, maybe a very dangerous and overcrowded interstate or overcrowded airports. If you put together all those characteristics and then you figure out which route you would build, there's one that really stands out and that is Dallas to Houston."

As of the April presentation, Byford said Amtrak and the Japanese government have entered a non-binding agreement to move the project forward again. According to Byford, the hope would be to use an N700S Series Shinkansen train from Japan. This would mean the 240-mile route

between Houston and Austin could be completed in under 90 minutes at 205 MPH, which would be the fastest average train journey in the world.

"The Shinkansen has a flawless safety record," he said. "It has not had a single chain-cause fatality in its whole operation since 1964 and that's because what you're buying is a system."

If Amtrak can accomplish its ambitious goal, Byford said it could begin a new age of high-speed rails across the U.S.

"If we are successful in putting together that funding package ... then we will be looking to open in the early 2030s and that includes testing, commissioning, trial operations, and everything else," he said. "So, watch this space. There [are] still a lot of big hurdles to overcome, but I really do think that this, if we can pull it off, will be an absolute jewel in Texas's crown."

Amtrak did not immediately respond to a request for comment regarding the new grant, but Byford told the [Texas Rail Advocates](#) that the project has now progressed into the final step of the FRA Corridor Identification Program.

However, not everyone is in favor of the proposed high-speed corridor, including the organization ReRoute the Route — which was created by "Texas business and civic leaders" to lobby against the corridor's creation.

Citing the federal budget deficit and the nation's more than \$35 trillion in debt, federal affairs advisor to ReRoute the Route, John Sitalides, said the nearly \$64 million should be spent on something else.

"Because Texas is not Japan or China or Europe, the Texas Legislature prohibits wasting a single state taxpayer dollar on this boondoggle's severe public hazards," he said in a statement to Houston Public Media. "The White House would better spend that \$64 million to build or repair schools, hire hundreds of border patrol agents, or deliver health care to thousands of veterans in need."

REPORT TAKES HARD LOOK AT FORT WORTH-BASED BNSF RAILWAY'S SAFETY PRACTICES

While human factor-caused accidents remain high, how does the company compare to the other big railways?

By Kristen Cabrera
September 3, 2024

Freight rail is a multibillion dollar industry in Texas. It's an important part of the economy, but safety concerns have focused more eyes on the industry's current practices.

[A recent report](#) from the Federal Railroad Administration focuses on the effectiveness of Fort Worth-based company BNSF Railway's message promoting a culture of safety within.

Railway industry veteran Bill Keppen is a contributor at [Railway Age](#). He provides safety analyses to the FRA and was an engineer at BNSF. He spoke with Texas Standard on what challenges face the company and what steps can be taken so that everyone is on the same page. Listen to the interview above or read the transcript below.

This transcript has been edited lightly for clarity:

Texas Standard: I want to cut to this FRA report. As part of it, it was said that BNSF, there's a push toward supporting a culture of safety. But it seems the report indicates that some folks on the front lines aren't getting that message. Now, of course, BNSF is a huge company, but what are some of the factors that could contribute to that breakdown in communication?

Bill Keppen: Well, certainly one of the factors is the size. The operation is so spread out, plus the fact that the staffing both on the trains and in the management ranks has been reduced to varying degrees over the past years through mergers and whatever.

And I think in some cases, particularly by location, it's understaffed – both with train operating crews and with management. And sometimes the management doesn't always have the experience that's necessary to promote safety culture.

And, you know, what is senior management expecting out of them? I mean, are they more focused on on-time operations, or are they considering the risks that some of those on-time operations entail?

Well, in that bill, if you look at the data, does it show that BNSF is relatively safe or do there remain serious safety concerns that that culture of safety was designed to address but isn't?

I always try to compare the two western railroads, BNSF and UP (Union Pacific) with each other, and the two eastern railroads – the big ones the big four – CSX and Norfolk Southern.

And if you compare BNSF and UP – which are relatively the same size operations, and they're spread out across very similar states – you'll see that human factor-caused accidents are the largest in both. But for the years '20 through '24, four and a half years, Union Pacific has had 1,144 human factor-caused accidents and BNSF is at 792. So that's a significant disparity.

And if you look at the total accidents at track and mechanical and whatever, BNSF has once again had far fewer accidents than Union Pacific.

So I guess, you know, culture certainly has implications for how safe the railroads operate. But there's so many other things. That's the way I would look at it.

So, if you want to improve safety, how can everyone get on board? How do you fix this?

Well, I would say a couple of things.

Compensation for management. And what is the compensation and bonuses tied to... Because, you know, I think higher paid workers generally outperform low paid workers. And it doesn't make it any different if you're in management or if you're running trains.

So I think that is all part of the culture because it's a factor in human performance. You track what people do and you report them for the proper types of management or the proper types of training operations. Sometimes you get merit badges, sometimes you get cash bonuses. It all depends on if you're in management or if you're running trains.

Yeah, but the economics of the situation are such that if you want to remain competitive – and at the same time, you don't want to get outpaced by other logistical services – there's a balance that you have to strike, no?

Oh, absolutely. Absolutely. It's just like any other industry. The trucking industry is even more of a challenge. The margins are so much smaller.

So, yeah, you have to consider that. I graduated from college with a business degree, so I understand those types of things. And the best management team puts those things in perspective because the bottom line demands and there's demands for safety because you've got to protect not just your employees, but the the communities that your trains are operating through.

HOUSTON CHRONICLE

THIS HOUSTON SUBURB IS GETTING TWO NEW EV CHARGING STATIONS

By Juhi Varma
Sep 3, 2024

Two new electric vehicle charging stations by OnPoint EV Solutions will soon be under construction in Sugar Land, located at Sugar Land Regional Airport and Imperial Park Recreation Center, according to city officials.

The charging stations will be complete by January 2025, said Sugar Land spokesperson Doug Adolph on Tuesday morning.

Adolph said the city must prepare for even more people to use electric vehicles in the future. "Providing infrastructure to support these vehicles will support our economy and help contribute to a diversity of transportation options in Sugar Land, he said.

According to the plan, there will be one charge box and two dispensers at each location. Each dispenser services two parking spots, so there will be four parking spaces at each location. The design includes potential for expansion, Adolph said.

As of last week, there were 302,412 electric vehicles registered in Texas, [according to Dallas-Fort Worth Clean Cities](#). Harris County leads with 43,857 registered EVs, while Fort Bend County ranks eighth with 16,764 EVs.

There are 4,778 electric vehicles and 13 EV charging stations in Sugar Land's city limits, according to Clean Cities.

OnPoint EV will invest approximately \$1.6 million for the two sites.

The city of Sugar Land will earn \$215 per month for each electric vehicle parking spot, with a 3.5% annual increase. Additionally, OnPoint EV will pay the city a 10% utilization bonus for each charging station.

"The terms of the agreement include both rents for spaces reassigned to EV spaces and a modest profit share above net operating costs," said Adolph. "Returns are based on usage."

Adolph said city planners from Missouri City and Rosenberg had also reached out to OnPoint EV after learning about the upcoming projects in Sugar Land.

US DOT PROPOSES RULE ON PEDESTRIAN ACCESSIBILITY STANDARDS

The Department of Transportation wants to clarify how the Americans with Disabilities Act applies to pedestrian facilities including transit stops.

By Dan Zukowski

Dive Brief:

- The U.S. Department of Transportation published a proposed rule on Aug. 22 to incorporate [accessibility guidelines for pedestrian facilities](#) in the public right-of-way, including sidewalks, crosswalks, pedestrian traffic signals, transit stops and on-street parking.
- The guidelines that DOT looks to incorporate were issued last year by the [Architectural and Transportation Barriers Compliance Board](#).
- Those guidelines, which became effective Sept. 7, 2023, fall under the Americans with Disabilities Act, which applies to state and local government facilities among others, and the Architectural Barriers Act, which applies to many federal facilities.

Dive Insight:

Until now, state and local governments have been left to determine how to comply with the ADA's mandate to make public pedestrian transportation facilities accessible to people with physical or mental impairments or a history of impairment, according to the Architectural and Transportation Barriers Compliance Board. The board's accessibility guidelines will serve as the basis for enforcing standards.

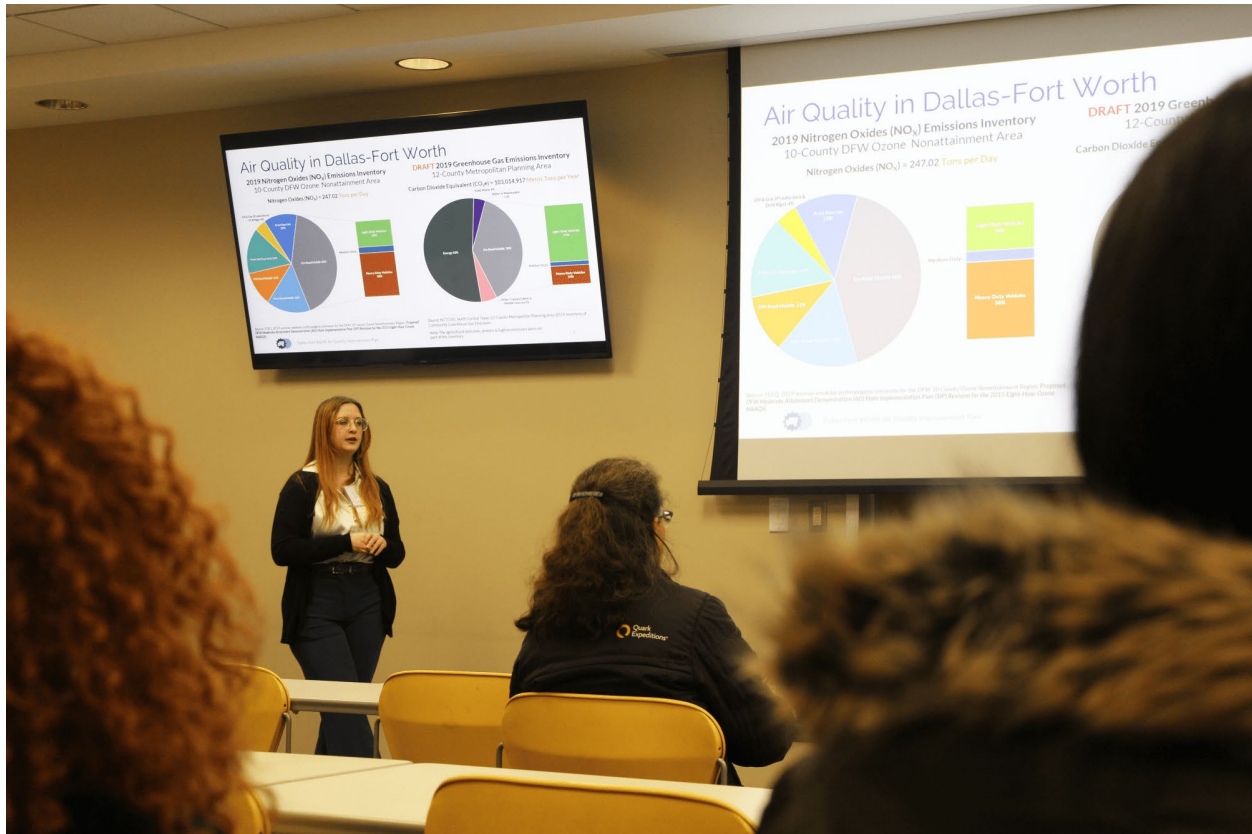
The DOT interprets the guidelines as including transit stops, which it defines as "an area that is designated for passengers to board or alight from buses, rail cars, and other transportation vehicles that operate on a fixed route or scheduled route, including bus stops and boarding platforms." The definition excludes intercity rail except where a stop is located in the public right-of-way.

The DOT said it has concerns with the location of some transit stops that overlap with vehicular lanes, including bicycle lanes, that may put some people with vision issues or who use wheelchairs at risk of being struck by a motorist or bicyclist. The department is asking for comment on these concerns and is interested in potential solutions other than prohibiting colocation of transit stops and vehicular lanes.

The DOT rule, which is open for public comment until Sept. 23, 2024, will apply only to new construction or alterations of transit stops in the public right-of-way.

NORTH TEXAS PASSED OVER FOR MILLIONS IN FEDERAL FUNDS TO IMPROVE AIR QUALITY, CLIMATE CHANGE

By Kevin Vu
September 5, 2024



Savana Nance, a senior air quality planner for the North Central Texas Council of Governments, speaks to Fort Worth residents during a Jan. 18, 2024, open house about the Dallas-Fort Worth air quality improvement plan. (Haley Samsel | Fort Worth Report)

After seeking nearly \$200 million in funds to implement its climate action plan, North Texas was not selected to receive federal dollars this year.

Last year, the Environmental Protection Agency began taking applications from state and local governments to develop and implement climate action plans for reducing greenhouse gas emissions and other harmful air pollution. Applicants [were seeking a piece](#) of \$4.6 billion made available by the Inflation Reduction Act.

The North Central Texas Council of Governments developed and submitted their short-term plans in March, and later submitted specific project proposals in April.

Savana Nance, a principal air quality planner for the council of governments, said the entity [asked for \\$199 million](#) to fund 19 of its 44 proposals, which included sectors in transportation, energy, waste management, green spaces and water.

“An example of a measure could be providing rebates for residents or local governments to do energy efficiency improvements or solar installations,” Nance said. “Or improving bike lanes so that all our streets are able to be utilized for bikes or pedestrians. We included things such as clean vehicle funding (for) transitioning from gasoline or diesel vehicles or equipment to an alternative fuel.”

However, when 25 applicants were selected in July, the [city of Austin](#) was the only entity in Texas to receive funds. Nance said the reason why North Texas was passed over was simply because it was a competitive application pool. With 218 applicants, EPA had to choose the “best of the best applicants,” she said.

“The North Central Texas Council of Governments applies for funding a lot,” Nance said. “Sometimes we win, sometimes we don’t.”

The council of governments met with EPA officials in a debriefing session to talk about the application. Although the council of governments scored “slightly above average” and was acceptable to the application reviewers, it scored low enough not to get selected, Nance said.

“The EPA has a very specific scoring criteria,” Nance said. “For example, they would have a section like low-income and disadvantaged communities, and you could get up to 35 points based on how the reviewers thought your application would impact low-income and disadvantaged communities.”



Chris Klaus of the North Central Texas Council of Governments, right, speaks to Aledo officials about grant opportunities through the Environmental Protection Agency on Dec. 12, 2023. (Haley Samsel | Fort Worth Report)

Although the council of governments didn’t receive funding, Nance said officials are optimistic about future grant applications and will continue to apply to federal programs, including the [EPA’s clean heavy-duty vehicles program](#).

At the moment, the council of governments is focusing on their Dallas-Fort Worth Air Quality Improvement Plan that will look at how the region can improve air quality over the next 25 years. Officials [held open houses](#) earlier this year to solicit ideas from community members.

North Texas is currently [classified as a “severe” violator](#) of the EPA’s 2008 ozone standard requiring metro areas to average at or below 75 parts per billion of ozone. If the region does not reduce its number of ozone alert days by the end of 2026, local businesses that emit certain pollutants could face \$45 million in annual fines, according to [previous Fort Worth Report coverage](#).

The air quality improvement plan won’t be submitted until next summer, Nance said.

“We’re definitely committed to finding other opportunities to implement these,” she said. “We’re so happy that there was such a demand in our region because this plan was developed with a lot of engagement that we conducted. We didn’t get this funding, but we’re definitely actively looking into others that we can apply for.”

COTTON BOWL UPGRADES, DALLAS HIGH-SPEED TRAIN, TEXAS A&M FORT WORTH IN SPOTLIGHT

By Bill Hethcock
September 9, 2024



A first phase of renovations to Dallas' Cotton Bowl is underway, with a second planned. Overland Partners

Welcome back to On the Agenda, a Dallas Business Journal feature that digs into public meeting agendas to highlight topics of importance to business people, such as new developments, corporate relocations and economic incentives. Tips for On the Agenda can be emailed to bhethcock@bizjournals.com.

Next phase of Cotton Bowl renovations

JE Dunn-Russell — a joint venture between Atlanta-headquartered H.J. Russell & Company and Missouri-based JE Dunn Construction — could be approved for a construction manager at risk agreement [worth approximately \\$65 million](#) for phase two of Cotton Bowl renovations, according to a draft Dallas City Council agenda. Council will discuss the agreement during a Sept. 11 meeting that starts at 9 a.m. on the sixth floor of Dallas City Hall at 1500 Marilla St.

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Work on the [first phase began in March](#) and is anticipated to be completed by the start of the 2025 State Fair of Texas. The multimillion-dollar upgrades include the addition of 14 escalators, an expanded press area and doubling the size of the main concourse on the west side of the facility.

Updates on high-speed train

North Central Texas Council of Governments staff will discuss plans to advance the Dallas-to-Fort Worth high-speed rail project within the federal environmental review process on Sept. 9. Transportation leaders will provide details on engineering and stakeholder engagement efforts and next steps for the project.

The meeting will take place at noon at 616 Six Flags Dr. in Arlington. It follows an August vote by NCTCOG's Regional Transportation Council to approve an [additional roughly \\$1.65 million](#) in funding to study an alternative train route that would bypass downtown Dallas on its way to Fort Worth. The alternative route was proposed after an initial train line caused controversy among public and private sector leaders.

DART weathers criticism during budget season

Dallas Area Rapid Transit seeks to approve its annual budget for fiscal year 2025 in a Sept. 10 meeting. The meeting for the committee of the whole will be in DART Conference Room C, on the first floor of 1401 Pacific Ave., beginning at 2 p.m.

The meeting comes after several of the agency's 13 member cities such as Plano, Irving and Carrollton passed resolutions in support of [cutting sales tax contributions](#) to DART by 25%. Sales tax revenue represents about 70% of DART's overall budget, and the proposed cuts could lead to a [\\$6 billion loss in funding](#), the Dallas Morning News reported.

DART leaders previously said the loss would cripple the agency and lead to deep service cuts throughout North Texas while member cities argued they've waited years to get answers on funding.

Update on new Texas A&M Fort Worth campus

Roger Venables, Fort Worth's aviation director, on Sept. 10 will provide an update on the next steps for the Texas A&M Fort Worth campus to city council — specifically, the campus' Research and Innovation Building. Then on Sept. 17, Fort Worth City Council could vote to move \$2.35 million from the city's Economic Development Department to the Research and Innovation Local Government Corporation. Council will also decide whether to allow the corporation to issue \$18 million in debt to pay for the full design and pre-construction of the new building, [which will be the second on the new downtown campus](#).

The Texas A&M Engineering Experiment Station, Texas Department of Emergency Management, Texas A&M Transportation Institute, AgriLife, Health Science Center, School of Law and College of Engineering are a few of the entities looking for space in the new building, according to a report filed to council.

DFW Airport to present 2025 budget

Chris Poinsett, Dallas Fort Worth International Airport's chief financial officer, will present the 2025 budget to Fort Worth City Council at 10 a.m. Sept. 10. The DFW Airport is entering a new era as it [overhauls Terminal C](#), one of 180 capital projects in the airport's future, [along with the new Terminal F](#).

Fort Worth and Dallas both oversee the airport.

Small business impact unveiling

Fort Worth Economic Development Director Robert Sturns will present on the department's small business and entrepreneurship strategy to the city's entrepreneurship and innovation committee Sept. 10. A white paper on the impact of entrepreneurship on economic development in Fort Worth will also be presented. The presentation will take place immediately after the end of Fort Worth City Council's work session, which starts at 10 a.m.

Shipping container retail center proposed

The Fort Worth Zoning Commission will hear a proposal to change the zoning of land in east Fort Worth to create a retail center with shipping containers that would house boutique stores and restaurants. Called Hazel's Back Porch, the retail center in the Southside neighborhood would be anchored by the barbecue restaurant of the same name and aim to be energy net zero.

The proposed location, 2117 and 2121 E. Maddox Ave., is about a mile from Texas Wesleyan University in the Polytechnic Heights neighborhood of Fort Worth. The meeting is at noon Sept. 11 in Fort Worth's council chambers, 200 Texas St.

NBCDFW

'EMERGENCY' CHANGES COMING TO DALLAS ROAD AFTER 13 FATAL CRASHES THIS YEAR

Transportation official with the North Central Texas Council of Governments says road planners are addressing the dangers posed to pedestrians along Loop 12

By Scott Friedman, Eva Parks, Edward Ayala & Frnk Heinz
September 8, 2024

To see what's wrong with Loop 12, you only have to take a walk.

Taylor Toynes, who leads the [For Oak Cliff Community Center](#), said many drivers speed down the Ledbetter Boulevard section of Loop 12 as if it were a freeway, ignoring the children who may be walking or playing nearby.

Speed, however, is just one part of the problem.

For months, **NBC 5 Investigates** has shown how Loop 12 leaves many pedestrians in Southern Dallas with a terrible choice: either walk a long way to find a crosswalk or take the faster route to the other side of the street by risking injury or death, cutting across six lanes of traffic.



Edward Ayala, NBC 5 Investigates Taylor Toynes, with For Oak Cliff community center, left, talks with NBC 5 Investigates Senior Investigative Reporter Scott Friedman, right, about speeds on Ledbetter/Loop 12.

In the first nine months of this year, there have been 15 fatal crashes on Loop 12, making it the deadliest roadway in the city of Dallas again this year. Six of the people killed in those crashes were pedestrians, [including a teenager killed on Friday near Marsalis and Loop 12](#) and another who died near Ledbetter Drive and Bonnie View Road, where our review of TxDOT crash data found a roughly one-mile stretch of road where six pedestrians were killed in just 17 months.

"It's an emergency that needs to be taken care of immediately," Toynes said.

Michael Morris agrees. Morris is the transportation director for the North Central Texas Council of Governments and one of the region's top transportation officials. He told **NBC 5 Investigates** that his agency will help lead the effort to reshape Loop 12 into a slower and safer street.



Edward Ayala, NBC 5 Investigates Michael Morris, transportation director for the North Central Texas Council of Governments, talks with NBC 5 Investigates about Ledbetter/ Loop 12 speeds.

"I think you're going to see dozens of strategies being implemented over the next year and maybe dozens of strategies being implemented in addition to that, as we see what works and what doesn't work," Morris said.

The new push to address the dangers comes after **NBC 5 Investigates** revealed just how often people were dying on Loop 12.

State Sen. Royce West, D-Dallas, then called for a town hall meeting in May, at which Morris and other officials from the Texas Department of Transportation and the city of Dallas pledged to find solutions.

Now, we're getting a glimpse of what's in the works for Loop 12. First, the Dallas City Council is expected to take up a proposal to lower the speed limit on sections of Loop 12 this week and Morris said his agency is working with the city and state on plans to slow speeds by redesigning portions of the road and implementing other safety tools aimed at reducing deaths.

Loop 12 was built decades ago as a highway loop on the edges of the city, but now it's a busy urban road that still transitions at one point from a freeway into a city street, which Morris said adds to the danger.

"So if the roadway looks like a junior freeway and you artificially put a speed up there, you're kidding yourself thinking the driver is going to go that particular speed," Morris said.



Edward Ayala, NBC 5 Investigates

Morris told **NBC 5 Investigates** that transportation planners are also working on adding safer pedestrian crossings to reduce the constant flow of people seen walking in the roadway and using a narrow strip of the median as a stopping point as they try to get safely across the street.



Edward Ayala, NBC 5 Investigates A rendering of a planned pedestrian bridge in Southern Dallas.

Morris said engineers will also address the area where Loop 12 cuts through Glendale Park, separating the community pool from a picnic area and a bus stop on the other side of the street.

Anyone getting off the bus headed to the pool on the other side of the street would have to walk about half a mile in either direction to reach the closest crosswalk and make the walk back. The faster but far more dangerous option is to walk across the street through traffic.

Dallas has allocated bond funding for a pedestrian bridge that would link the two sides of the park. However, Morris said other possible solutions are still on the table, and road planners want to hear feedback from the community.

Meanwhile, **NBC 5 Investigates** has learned DART is addressing bus stops on Loop 12 that leave riders in tough spots because they're far from crosswalks. DART plans to relocate 28 stops and remove 16 others, including one near Loop 12/Buckner Boulevard and Cordell Drive.

That stop left riders with about a half-mile walk to the nearest crosswalk. Instead of walking to the crosswalk, many riders made the more dangerous decision to cross the street at the bus stop.

On Ledbetter, near For Oak Cliff Community Center, officials are working on addressing another concern -- a lack of curbs that separate sidewalks from streets.



Edward Ayala, NBC 5 Investigates Taylor Toyne, with For Oak Cliff Community Center, talks with NBC 5 Investigates about Ledbetter/Loop 12 speeds.

Change will take time, but people with the power to bring change are promising swift action.

"I'm not asking the community to be patient with us. The community's expectation should be, 'This is an emergency, and you should treat it as an emergency.' That's what their expectation should be," Morris said.

A TxDOT spokesman confirmed that the agency is currently evaluating a "systemwide approach" to dealing with challenges on Loop 12 but said the agency will not release additional details until it has final recommendations.

Morris said the NCTCOG is now looking more widely across the region to identify other roads that may have similar characteristics to Loop 12, including a stretch of freeway that transitions to a city street, high speeds, and lots of pedestrian traffic, particularly in communities that rely heavily on public transportation. Factors that appear to be linked to many of the deaths on Loop 12.

THESE 15 DALLAS ROADS SEE MORE DEADLY CRASHES THAN ANY OTHER

The city is hoping to reduce the crashes as part of its Vision Zero plan.

By Amber Gaudet
September 9, 2024



Certain factors like a higher number of lanes, “transition zones” where drivers are asked to rapidly decrease speeds and poor lighting can make road segments more risky.(Elias Valverde II / Staff Photographer)

Dallas roads are among the deadliest in the U.S. for drivers and pedestrians. In June 2022, the Dallas City Council [adopted a plan](#) aimed at changing that. Vision Zero has an ambitious goal: eliminate all traffic deaths by 2030.

As part of the plan, the city identified the [area’s deadliest road segments](#), which account for the highest percentage of fatal and severe crashes. Seven percent of Dallas roads account for 62% of severe crashes.

Related: [These 15 intersections are the deadliest in Dallas for pedestrians](#)

We told you about the [deadliest sites for pedestrians](#) in March. Here’s a look at the road segments where people are most likely to be killed or seriously injured in a vehicle-on-vehicle collision:

- Great Trinity Forest from Jim Miller Road to U.S. 75
- Buckner Boulevard from Lake June Road to Great Trinity Forest

- Northwest Highway from Walton Walker Boulevard to Harry Hines Boulevard
- Buckner Boulevard from Interstate 30 to Forney Road
- Great Trinity Forest from South Central Expressway to Pemberton Hill Road
- Storey Road from the Irving City Limit to Northwest Highway
- Buckner Boulevard from Lake June Road to Bruton Road
- Buckner Boulevard from Scyene Road to Forney Road
- Ledbetter Drive from Interstate 35E to University Hills Boulevard
- Northwest Highway from Harry Hines to Timberline Drive
- Buckner Boulevard from Bruton Road to Scyene Road
- Ledbetter Drive from South Lancaster Road to Great Trinity Forest
- 2nd Street from Elsie Faye Heggins Street to U.S. Highway 175
- Corinth Street from 8th Street to Stella Avenue
- Jim Miller Road from Scyene Road to Forney Road

Certain factors like a higher number of lanes, “transition zones” where drivers are asked to rapidly decrease speeds and poor lighting can make road segments more risky, according to Seth LaJeunesse, a senior research associate at the University of North Carolina Highway Safety Research Center.

Lowering speed limits, narrowing roadways and deterrent measures like increased enforcement tend to help cities move the needle on reducing fatalities, LaJeunesse said.

Dallas has made progress on its Vision Zero plan, but city council members have expressed frustration about the pace. Meeting its 2030 deadline could be difficult given the need for greater resources, [officials discussed in April](#).

Related: [Dallas faces ‘major challenge’ in reducing traffic deaths, official tells City Council](#)

Dallas is one of more than 45 cities, including Austin, Houston and San Antonio, to participate in the Vision Zero initiative. But those cities have seen little progress toward eliminating fatalities despite investing years in the program.

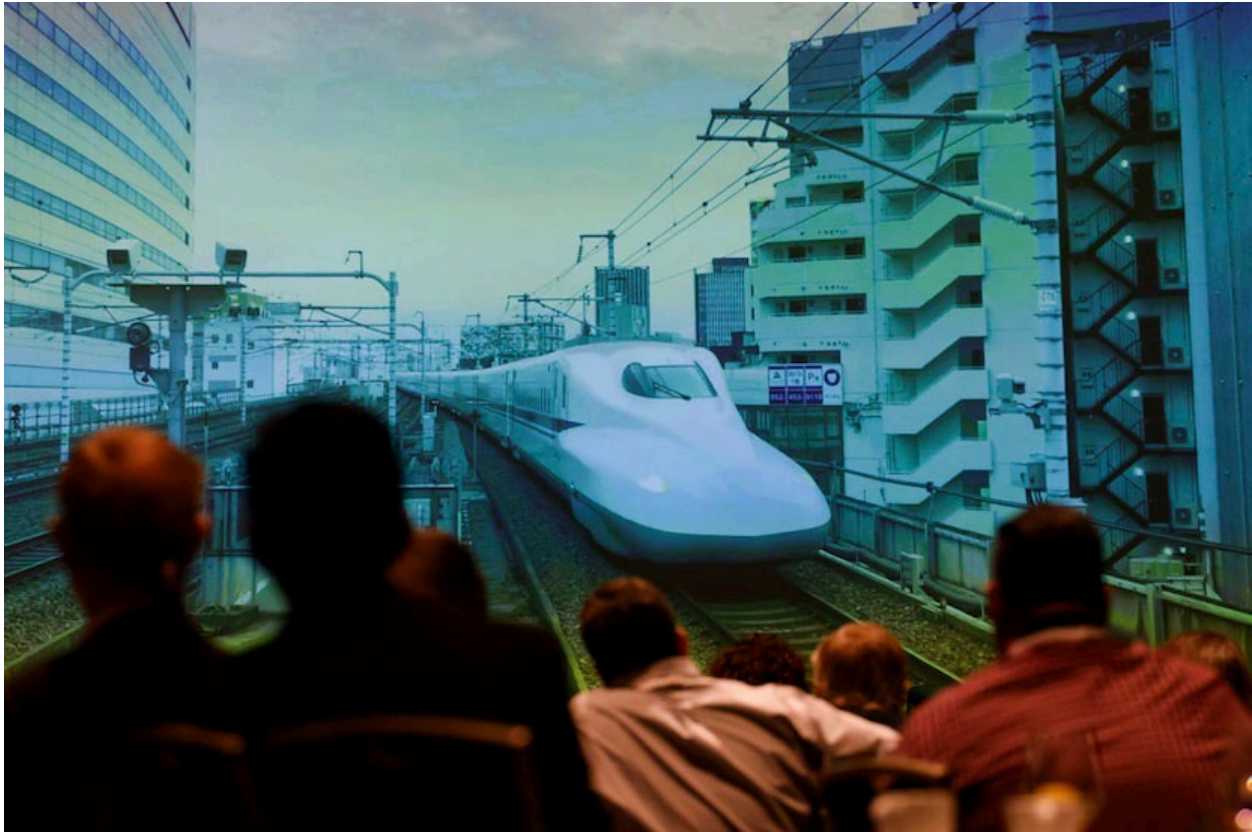
Having stakeholders from a variety of disciplines like public health, road design and law enforcement involved can help cities better unpack all the factors that contribute to serious crashes, LaJeunesse said. But changing the culture — both among transportation engineers and the general public — is the key.

“If you don’t have people at the helm who are moving things along — seeking grants, working with the community, understanding what the problems are and trying to address those problems in a meaningful way — then you tend not to see really helpful outcomes.”

PLAN FOR DALLAS-FORT WORTH BULLET TRAIN THAT BYPASSES DOWNTOWN MOVES AHEAD

Analysis of an alternative alignment that avoids downtown Dallas forges ahead after opposition to an earlier route from city officials.

By Amber Gaudet
September 10, 2024



Examination of a revised route for a proposed Dallas-to-Fort Worth bullet train connection is moving forward, though more vetting is needed before it can be considered a probable option, project leaders said Monday. (Shafkat Anwar / Staff Photographer)

An alternative route for a proposed Dallas-to-Fort Worth high-speed rail project is moving forward with engineering and environmental review after North Central Texas Council of Governments officials discussed it during a public meeting Thursday.

The council [approved an additional \\$1.6 million](#) last month to fund a study of the new route, which loops west of downtown. Dallas City Council [approved a resolution in July](#) that opposed the previous alignment, which officials feared could disrupt plans for a new \$3 billion convention center and other high-dollar development projects near Reunion Tower. The new route would run parallel to South Riverfront Boulevard, crossing the [Jefferson Boulevard and Houston Street viaducts](#) and a portion of Interstate 30 before reaching a federally cleared, seven-story station in the Cedars.

Related: [City's decision on high-speed rail from Dallas to Fort Worth on hold for now](#)

The rail line would carry as many as 30,000 passengers daily between Dallas and Fort Worth, making the trek in half the time as the one-hour trip via the Trinity Railway Express. Despite doubts from Dallas officials, transportation planners hope it will be the key to regional connectivity, eventually linking to a separate \$30 million [Dallas-to-Houston bullet train](#) spearheaded by Amtrak and Texas Central. It could also serve as a connection point to Austin on a future national rail network, the council discussed last month.

“There’s a gap between Fort Worth and Dallas in the metroplex and the 30 miles in between that this study is intending to fill,” NCTCOG project manager Brendon Wheeler said Monday. “...Connecting to the Dallas-to-Houston line really provides a backbone and opportunities for high-speed rail advancement throughout the state.”

Related: [‘Now’s the time’: Amtrak leader urges momentum on Dallas-to-Houston high-speed rail](#)

The project is part of NCTCOG’s plans to expand transportation options as the region grows.

“Our roadway corridors are not reliable, and they’ll become increasingly less reliable, as will our airports and other modes, so being able to pay for reliable service will be an increasingly important commodity between now and 2045,” Wheeler said.

Although the western alignment preempts the debate about negative impacts to high-dollar development in downtown Dallas, it also eliminates connections to points of interest like Union Station and convention center hotels. The route could cut the 31-mile rail line off from the convention center entirely, which Dallas officials have said they oppose.

Amtrak has voiced concerns about the elimination of pedestrian connections in the alternative route, Regional Transportation Council director Michael Morris said last month.

Dallas said in August it would formally request a direct connection to the convention center be included as part of the high-speed rail study. Dallas officials also hope to have the results of an economic impact study analyzing the impacts of the bullet train later this year.

Several residents also raised questions about the revised alignment Monday.

“My biggest concern as a Dallas resident is how do I access this train?” one speaker, who did not identify himself, said. “I know exactly how to access the TRE and DART. Unfortunately, I don’t see how this train connects to either of those right now, and if you’re going to move it west of those expressways, it’s even further from any connection that I will ever take to get to this thing.”

Although planners are working to move the revised alignment forward, it needs more vetting before it can be considered a probable option, Wheeler said.

“This is only a concept, this is not a final alignment. Even though you see two lines, the dark blue line is much more refined through months of engineering analysis and stakeholder coordination,” Wheeler said, referring to a graphic displaying both potential routes. “The light blue line is really just that, it’s a line.”

NBCDFW

CARS COLLECT TROVES OF DATA ABOUT TRAFFIC AND ROAD HAZARDS

The overarching objective is to dramatically curb roadway deaths.

By Jeff McMurray, Associated Press
September 9, 2024



A commuter bus equipped with a radio transmitter approaches a connected traffic light on Redwood Road in Salt Lake City, part of an effort to improve safety and efficiency by allowing cars to communicate with the roadside infrastructure and one another, Friday, Sept. 6, 2024, near Taylorsville, Utah.

The secret to avoiding red lights during rush hour in Utah's largest city might be as simple as following a bus.

[Transportation officials](#) have spent the past few years refining a system in which radio transmitters inside commuter buses talk directly to the traffic signals in the Salt Lake City area, requesting a few extra seconds of green when they approach.

Congestion on these so-called smart streets is already noticeably smoother, but it's just a small preview of the high-tech upgrades that could be coming soon to roads across Utah and ultimately across the U.S.

Buoyed by a \$20 million federal grant and an ambitious calling to "Connect the West," the goal is to ensure every vehicle in Utah, as well as neighboring Colorado and Wyoming, can eventually communicate with one another and the roadside infrastructure about congestion, accidents, road hazards and weather conditions.

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With that knowledge, drivers can instantly know they should take another route, bypassing the need for a human to manually send an alert to an electronic street sign or the mapping apps found on cellphones.

“A vehicle can tell us a lot about what’s going on in the roadway,” said Blaine Leonard, a transportation technology engineer at the Utah Department of Transportation. “Maybe it braked really hard, or the windshield wipers are on, or the wheels are slipping. The car anonymously broadcasts to us that blip of data 10 times a second, giving us a constant stream of information.”

When cars transmit information in real time to other cars and the various sensors posted along and above the road, the technology is known broadly as vehicle-to-everything, or V2X. Last month, the U.S. Department of Transportation unveiled a national blueprint for how state and local governments and private companies should deploy the various V2X projects already in the works to make sure everyone is on the same page.

The overarching objective is universal: dramatically curb roadway deaths and serious injuries, which have recently spiked to historic levels.

A 2016 analysis by the National Highway Traffic Safety Administration concluded V2X could help. Implementing just two of the earliest vehicle-to-everything applications nationwide would prevent 439,000 to 615,000 crashes and save 987 to 1,366 lives, its research found.

Dan Langenkamp has been lobbying for road safety improvements since his wife Sarah Langenkamp, a U.S. diplomat, was killed by a truck while biking in Maryland in 2022. Joining officials at the news conference announcing the vehicle-to-everything blueprint, Langenkamp urged governments across the U.S. to roll out the technology as widely and quickly as possible.

“How can we as government officials, as manufacturers, and just as Americans not push this technology forward as fast as we possibly can, knowing that we have the power to rescue ourselves from this disaster, this crisis on our roads,” he said.

Most of the public resistance has been about privacy. Although the V2X rollout plan commits to safeguarding personal information, some privacy advocates remain skeptical.

Critics say that while the system may not track specific vehicles, it can compile enough identifying characteristics — even something as seemingly innocuous as tire pressure levels — that it wouldn’t take too much work to figure out who is behind the wheel and where they are going.

“Once you get enough unique information, you can reasonably say the car that drives down this street at this time that has this particular weight class probably belongs to the mayor,” said Cliff Braun, associate director of technology, policy and research for the Electronic Frontier Foundation, which advocates for digital privacy.

The federal blueprint says the nation’s top 75 metropolitan areas should aspire to have at least 25% of their signalized intersections equipped with the technology by 2028, along with higher milestones in subsequent years. With its fast start, the Salt Lake City area already has surpassed 20%.

Of course, upgrading the signals is the relatively easy part. The most important data comes from the cars themselves. While most new ones have connected features, they don’t all work the same way.

Before embarking on the “Connect the West” plan, Utah officials tested what they call the nation's first radio-based, connected vehicle technology, using only the data supplied by fleet vehicles such as buses and snow plows. One early pilot program upgraded the bus route on a busy stretch of Redwood Road, and it isn't just the bus riders who have noticed a difference.

“Whatever they're doing is working,” said Jenny Duenas, assistant director of nearby Panda Child Care, where 80 children between 6 weeks and 12 years old are enrolled. “We haven't seen traffic for a while. We have to transport our kiddos out of here, so when it's a lot freer, it's a lot easier to get out of the daycare.”

Casey Brock, bus communications supervisor for the Utah Transit Authority, said most of the changes might not be noticeable to drivers. However, even shaving a few seconds off a bus route can dramatically reduce congestion while improving safety, he said.

“From a commuter standpoint it may be, ‘Oh, I had a good traffic day,’” Brock said. “They don't have to know all the mechanisms going on behind the scenes.”

This summer, Michigan opened a 3-mile (4.8-kilometer) stretch of a connected and automated vehicle corridor planned for Interstate 94 between Ann Arbor and Detroit. The pilot project features digital infrastructure, including sensors and cameras installed on posts along the highway, that will help drivers prepare for traffic slowdowns by sending notifications about such things as debris and stalled vehicles.

Similar technology is being employed for a smart freight corridor around Austin, Texas, that aims to inform truck drivers of road conditions and eventually cater to self-driving trucks.

Darran Anderson, director of strategy and innovation at the Texas Department of Transportation, said officials hope the technology not only boosts the state's massive freight industry but also helps reverse a troubling trend that has spanned more than two decades. The last day without a road fatality in Texas was Nov. 7, 2000.

Cavnue, a Washington, D.C.-based subsidiary of Alphabet's Sidewalk Infrastructure partners, funded the Michigan project and was awarded a contract to develop the one in Texas. The company has set a goal of becoming an industry leader in smart roads technology.

Chris Armstrong, Cavnue's vice president of product, calls V2X “a digital seatbelt for the car” but says it only works if cars and roadside infrastructure can communicate seamlessly with one another.

“Instead of speaking 50 different languages, overnight we'd like to all speak the same language,” he said.

DALLAS AUTHORIZES \$42 MILLION FOR DECK PARKS TO RECONNECT DOWNTOWN WITH SOUTHERN DALLAS

The funding will go to proposed deck parks on Lamar Street and near Old City Park from East Ervay Street to Harwood Street.

By Devyani Chhetri
September 11, 2024



Traffic flows along Interstate 35E below Southern Gateway deck park in Oak Cliff, Thursday, April 4, 2024, in Dallas. (Eliás Valverde II / Staff Photographer)

The Dallas City Council [authorized \\$42 million for the next phase of deck parks](#) over Interstate 30, which supporters say will transform the southern half of the city.

The vote on Wednesday authorized payments from the convention center construction fund to amend an agreement with the Texas Department of Transportation for a deck park on Lamar Street and for the city's portion of building a deck park near Old City Park.

Related: [Dallas to approve \\$42 million for deck caps to bridge neighborhoods divided by highways](#)

City officials, in tandem with the North Central Texas Council of Governments and Texas Department of Transportation, identified locations near Old City Park and on Lamar Street, from East Ervay to Harwood streets, to build deck parks similar to Klyde Warren Park to bridge the gap between downtown Dallas and southern Dallas.

“These deck caps are more than just infrastructure. They are the embodiments of the project’s theme that is connecting communities,” said Carlos Aguilar, CEO of Inspire Dallas, ahead of the Wednesday vote. Inspire Dallas, associated with developer and investor Jack Matthews, is the project management company leading the \$3 billion Kay Bailey Hutchison Convention Center project.

Others, like Ken Benson with the Hotel Association of Texas, said the deck caps will be a key component of the convention center that will open neighborhoods to tourism opportunities and increase economic development and mobility options.

The federal government has already awarded grants to the tune of \$31 million for the Old City Park deck park. The money will be used to place caps and abutments over segments of the highway.

These structures are positioned to reconnect areas in downtown’s Historic District, the Dallas Farmers Market, the Cedars, Heritage Park and neighborhoods in southern Dallas, pulled apart by freeways built decades ago. For years, city officials and planners have been vying to revitalize the area around City Hall and the convention center.

The lots behind City Hall will give way to a residential and commercial district that will spur economic growth in what has been a rather sleepy part of the city center, city officials envision.

Council member Jesse Moreno, who represents the area, said the deck park will provide a green space that will balance out all the concrete from the convention center.

“We need some greenspace, we need some trees, we need some shady areas, some grass to combat some of that heat island,” he said during the meeting.

So far, the city has awarded \$113.5 million in contracts for various planning phases and the first design contract for the deck caps.

The council also approved a \$141.5 million design contract to jump-start architectural designs for the first chapter of the convention center’s master plan, which means the city has now awarded \$300 million in contracts to bolster infrastructure in the area.

DALLAS CITY COUNCIL AWARDS MORE THAN \$187 MILLION FOR KEY COMPONENTS OF KAY BAILEY HUTCHISON CONVENTION CENTER DALLAS MASTER PLAN

The City Council awarded over \$187 million in contracts Wednesday for key components of the Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan, marking a major step towards transforming Dallas into a world-class convention destination.

The Council awarded a \$141.5 million contract to Perkins&Will and Populous for architectural, engineering, and design services for the Convention Center Expansion West of Lamar (Component 1). Perkins&Will and Populous have committed to over 50% minority- and women-owned business enterprise (M/WBE) participation.

The City Council also approved \$42 million in City contributions and \$31 million in federal funding, including \$20 million from the Reconnecting Communities grant program awarded through a partnership with the North Central Texas Council of Governments (NCTCOG). This funding will be used to construct the foundations for three deck caps, as well as the capping and foundation of the Lamar crossing, near the KBHCCD.

Metropolitan Infrastructure, PLLC, a Dallas-based M/WBE firm, was awarded a contract exceeding \$3.7 million to manage Component 5. With a 99.3% overall M/WBE team, they will oversee the renovation of Pioneer Plaza and Cemetery.

Convention and Event Services is leading a team of architects, engineers, and other contractors to design a Convention Center district from Eddie Bernice Johnson Union Station to Old City Park that will connect surrounding communities, meet convention attendees' evolving needs, and position Dallas as a top-tier event and conference destination.

“The City Council has made a transformational investment to realize the vision for a reimagined Convention Center district,” said Interim City Manager Kimberly Bizer Tolbert. “The local and global expertise of our project partners will be instrumental in creating a facility that not only meets current and future convention demands but connects the surrounding residential community and serves downtown workers, benefitting Dallas economic growth and social vibrancy for generations.”

With more than 40 conventions booked in the facility scheduled to open in 2029, the new KBHCCD expansion plans include

- 800,000 square feet of Exhibit Hall space
- 170,000 square feet of Ballroom space, including a 100,000-square-foot largest ballroom
- 100,000 square feet of Meeting Rooms
- 2,000 parking spaces

For more information about the Kay Bailey Hutchison Convention Center Dallas Master Plan, please visit [DallasCCMasterPlan.com](https://dallasccmasterplan.com).

WHY MANY MORE DELIVERY DRONES WILL SOON FLY DALLAS-FORT WORTH'S SKIES

The FAA is using North Texas as a model to set the rules for the nationwide future of unmanned aerial vehicles ferrying products and food from stores and restaurants.

By Jim Magill
September 11, 2024



Texas Monthly; Getty

One recent morning, eager to satisfy his breakfast craving, Robert Wunderlich stepped into his Frisco front yard and turned his eyes to the sky. He spotted a small dark object to the north, approaching his home at 35 miles per hour. Soon enough he could make out the boxy shape of an unmanned aerial vehicle—a UAV, or drone—with a delivery company's name, Flytrex, emblazoned on its side.

The model FTX hexacopter came to a halt and hovered 230 feet above Wunderlich's driveway. Next, as its six blades continued spinning, it descended to a height of about eighty feet before opening doors in the bottom of its payload bay to lower its delicious cargo to the ground on a tether. A hook holding the package then automatically released, and the drone retracted its line before beginning the two-and-a-half-mile flight back to its home base.

Wunderlich, a 66-year-old financial industry retiree, picked up the brightly colored bag that the drone deposited and carried it inside to his kitchen table. There he unwrapped the order he had made less than thirty minutes earlier, via the Flytrex app on his phone, for himself and his wife Catherine: two bagels, with salmon and cream cheese on the side, from Einstein Bros.

Their breakfast represents one of hundreds of such drone deliveries made daily in the Dallas–Fort Worth area. When [Flytrex](#), an Israeli company with North Texas operations based in Granbury and Little Elm, receives an order for some of the forty DFW area restaurants from which it offers delivery, such as Little Caesars and Jersey Mike’s, the chosen restaurant receives the order at the same time. But in the case of Einstein Bros. and some other restaurants, Flytrex has to call in the customer’s order.

A runner from the drone company traveled by e-bike to pick up Wunderlich’s order at the bagel shop, which sits about two thousand feet from the Flytrex drone base, in the same Little Elm strip shopping center. The runner picked up the food, placed it in a bag specially designed for drone transport, and ferried it to the base, where it was loaded into the UAV’s payload bay. After launching, the drone flew itself to Wunderlich’s home along a preprogrammed route. He was able to track the vehicle’s flight in real time on the Flytrex app, allowing him to step outside to await its arrival at just the right time. It hovered above his driveway for no more than about a minute.

Wunderlich considers himself a trailblazer of sorts. He was the first in his neighborhood to embrace drone delivery, and four other homes on his street have since become customers of the service. He figures that many more of his neighbors—and fellow North Texans—will soon follow suit.

He may be right. DFW already ranks as the country’s largest hub for drone delivery, with six UAV companies either already operating or planning to soon. Walmart is perhaps the biggest local user of their services—with drones flying from eleven area stores. The retail giant announced plans last January to expand this offering to reach 75 percent of metro households. And the Federal Aviation Administration could soon pave the way for even more unmanned vehicles to cruise the local skies.

In order to effectively offer delivery now, drone operators must seek waivers from the FAA to be allowed to fly UAVs beyond the sight of their pilots on the ground. Each of the companies operating in DFW have been granted this permission. But the federal agency [recently signaled](#) that it plans to use North Texas as the model for setting new national regulations—which it plans to institute in January 2026—that eliminate the need for such waivers. This policy shift has long been considered the holy grail for commercial drone operators and the key to opening the nation’s skies to thousands of routine drone flights a day.

It’s being made possible in North Texas first because a consortium of drone-related companies, working in close collaboration with NASA and the FAA, has developed a local UAV traffic management system. In less crowded airspaces, the job of keeping drones from crashing into one another can be accomplished by operators communicating about their planned routes, via text messages or phone calls. But in skies as busy as DFW’s, that’s not practical. So in June, North Texas became the first area in the country to implement autonomous drone traffic management for commercial use.

“I predict that when we look back at key moments that helped shape broader drone integration, this Texas effort will be identified as the spark,” said Brent Klavon, chief strategy officer for ANRA Technologies, one of the companies behind the development of DFW’s drone traffic system.

Joey Rios, who leads unmanned aircraft traffic management at NASA's Ames Research Center, in California, told me that about a decade ago the agency recognized that there would be a growing need to establish a system to keep autonomous drones from crashing into one another. That led NASA to develop the initial standards for such a system, "and it's those standards right now that are being implemented by folks in the Dallas area," he said.

The system keeps drones separated from one another in flight much like the FAA's air traffic control system manages passenger planes and helicopters. But instead of relying on verbal communications between pilots and air traffic controllers, the drone traffic is managed by a distributed network of automated communication systems that allow the unmanned vehicles to "talk" directly with one another and alter their flight paths to avoid collisions.

Operators cite several reasons why North Texas has become the leading hub for drone deliveries: favorable weather year-round, a host of relatively affluent suburbs with yards big enough to accommodate drop-offs, a large number of restaurant chains, and a technologically sophisticated population eager to embrace new innovations. The state and local governments are also considered to be friendly toward the introduction of new high-tech industries.

Flytrex has focused on partnering with national restaurant chains. Its American operations began in Granbury, forty miles southwest of Fort Worth, in 2022, and since then it has made more than 35,000 food deliveries from that hub alone. By the end of this year, it plans to open two additional drone stations in North Texas and ten more by the end of next year. The company, which also flies from two North Carolina locations, recently marked the milestone of completing 100,000 paid deliveries in the U.S.

Other operators, including [DroneUp](#) and [Wing](#), are relying on deals with Walmart to make inroads in DFW. In a sign of the importance of the North Texas drone delivery market, the retailer recently said it would shutter its unmanned aerial deliveries from eighteen other hubs—including Phoenix, Salt Lake City, and Tampa—to focus on North Texas.

Wing, a subsidiary of Google's parent company, Alphabet, began operations in Frisco in 2022, and says it now averages 150 deliveries per day from Walmart stores in Arlington, Fort Worth, Frisco, Garland, Hurst, Lewisville, Mansfield, and North Richland Hills. "There's no doubt, with so much drone activity and innovation happening—especially in the DFW area—Texas has become what we're calling the 'Drone Star State,'" the company said in an email statement.

DroneUp, headquartered in Virginia, operates delivery hubs at Walmarts in The Colony, Dallas, Mesquite, Murphy, Plano, Richardson, and Rowlett, as well as three locations in Garland. The company's chief technology officer, John Vernon, told me its drones can deliver groceries and snacks, as well as small household items, weighing up to ten pounds. Wing's drones are able to carry about 2.5 pounds, Flytrex's limit is 5.5 pounds, and California-based [Zipline's](#) between 6 and 8 pounds.

Zipline plans to enter the DFW market with deliveries for Walmart sometime later this year, said Okeoma Moronu, Zipline's head of global aviation regulatory affairs. "I think that we picked North Texas for a number of reasons. Obviously, it's a diverse community," she said. "And when you look at the Metroplex, we found a partner in Walmart that really has that footprint and is serving a broad swath of the community." Zipline, which boasts that it operates the world's largest autonomous drone delivery system, got its start [delivering blood and medical supplies](#) in

Rwanda in 2016. It operates in four other African countries and Japan, as well as in Arkansas and Utah.

All of the drone delivery companies have done extensive community outreach before flying in North Texas. They've sought to promote public acceptance of the technology and assuage concerns about noise and privacy issues. Such complaints have been a problem elsewhere, including in College Station, where Amazon operates the state's only other drone delivery service. The e-commerce giant is getting pushback from local officials over its plans to turn its small pilot program into a full-scale commercial operation. Citing residents' concerns over noise, the city's mayor, John Nichols, recently [wrote a letter](#) to the FAA asking the agency to put the brakes on the expansion plans until Amazon addresses the noise issue.

Up in Frisco, Wunderlich told me that the drones that deliver his food don't cause much of a disturbance in his quiet neighborhood for residents ages 55 and older. "It's not really that loud," he said. "I would say that I don't know if anybody would be able to hear it if they're inside their house, but if they're maybe standing out in their yard, they'd probably hear it."

In addition to bagels, he and his wife have ordered pizza from a local Italian restaurant and chicken soup from Chick-fil-A. For now, at least, Flytrex isn't charging delivery fees, but a company spokeswoman declined to say whether that would change in the future. Wunderlich believes that drone delivery is the wave of the future, touting its convenience, its [lower carbon footprint](#) compared with ground deliveries, and its elimination of the need to fight the area's ever-worsening traffic snarls. "Traffic congestion has really become, I don't want to be negative, but it's a nightmare," he said.

Another positive Wunderlich cites is that, unlike with ground-based services such as DoorDash and Uber Eats, there is no driver who requires a tip. "With those companies you know, if you don't tip," he said, "they don't make the trip."

DALLAS CITY COUNCIL APPROVES \$187 MILLION AS PART OF CONVENTION CENTER PROJECT

Perkins&Will and Populous were awarded \$141.5 million to provide architectural, engineering, and design services.

By Christine Perez

The Kay Bailey Hutchison Convention Center expansion continues to move forward. On Wednesday, the Dallas City Council awarded more than \$187 million in contracts for key components of the project.

The Council approved \$141.5 million for work by Perkins&Will and Populous for architectural, engineering, and design services for the component that involves expanding the complex west of Lamar. Chicago-based Perkins&Will and Kansas City-based Populous have committed to more than 50 percent participation by minority and women-owned businesses.

Dallas City Council also approved \$42 million in city contributions and \$31 million in federal funding to build decks over Interstate 30 near downtown and the Cedars. This money included \$20 million from the Reconnecting Communities grant program awarded through a partnership with the North Central Texas Council of Governments. These funds will be used to construct foundations for three deck caps, as well as the capping and foundation of the Lamar crossing, near the convention center.

Additionally, Dallas-based Metropolitan Infrastructure was awarded a contract of more than \$3.7 million to oversee the renovation of Pioneer Plaza and Cemetery.

“The City Council has made a transformational investment to realize the vision for a reimagined Convention Center district,” said Interim City Manager Kimberly Bizer Tolbert in a statement. “The local and global expertise of our project partners will be instrumental in creating a facility that not only meets current and future convention demands but connects the surrounding residential community and serves downtown workers, benefitting Dallas economic growth and social vibrancy for generations.”

More than 40 conventions are booked in the expanded facility, which is scheduled to open in 2029. The upgrades include 800,000 square feet of exhibit hall space, 170,000 square feet of ballroom space, 100,000 square feet of meeting rooms, and 2,000 parking spaces. Overall management of the project was [awarded last year to Inspire Dallas](#), a team led by Matthews Southwest, Kaizen Development Partners, Azteca Enterprises, and nearly 30 subcontractors.

DART FUNDING BATTLE EXPANDS AS POTENTIAL LEGISLATIVE FIGHT LOOMS

North Central Texas Council of Governments staff oppose cutting DART funding in the next legislative session.

By Amber Gaudet
September 13, 2024



North Central Texas Council of Governments staff proposed maintaining DART funding as part of its 2025 legislative agenda Thursday. (Elias Valverde II / Staff Photographer)

North Central Texas Council of Governments staff want to block efforts by Dallas Area Rapid Transit member cities to amend legislation to cut DART funding — a move some city representatives on the Regional Transportation Council oppose.

Planners discussed NCTCOG's 2025 draft legislative agenda during a workshop and subsequent meeting of the Regional Transportation Council Thursday. Among the staff-proposed priorities were several to support transit, including protecting DART funding until the Transit 2.0 study is complete. Transit 2.0 is a city-supported study commissioned by NCTCOG to examine how to enhance transit in the area by 2050 as officials plan for growth.

The move is in response to calls by a majority of [member cities to cut sales tax contributions to DART](#) by a quarter. That would require approval by the DART board, but if the board doesn't bring the issue to the table on its own, some member cities have [threatened to take it to the Texas Legislature](#).

Related: [End of the line? DART faces uncertain future as North Texas cities try to cut funding](#)

“We believe the two recommendations related to DART should be removed,” council member and Plano mayor John Muns said. “The RTC should remain neutral in relation to the ongoing discussions between DART and the member cities, and we are concerned regarding the state funding, that many of the recommendations don’t take into account the political climate.”

Going to the legislature to address transit could have unintended consequences, Morris said. Transit agencies help the region meet its air quality targets, and failing those could open the region up to sanctions, according to Morris.

Related: [Plano officials hope to cut DART funding](#)

“I also think you’ve got to be careful of a Trojan Horse in Austin,” Morris said. “Austin right now is in a mood that isn’t very interested in local control and when a local entity takes an item to the legislature [about] local control, one has to be very careful about what the possible consequences of that could be.”

NCTCOG staff also want to prevent non-transit cities within a region from wooing companies located in transit member cities. The proposal is an attempt to even the playing field among transit member cities and non-member cities, which have more available funds for economic development. But a [study released by the University of North Texas](#) last week suggests DART member cities get their own economic boost from transit.

“Being in the middle of Transit 2.0 and dealing with the controversies within the DART board, some percentage of that anger...is DART cities losing employers to non-transit authority cities because they can’t compete with...revenue that they don’t get,” Morris said.

But Arlington Mayor Jim Ross said the measure would harm cities that aren’t part of a transit union.

“Arlington will be opposed to any attempt to diminish local control by either trying to force a non-subscribing transit city like Arlington or Grand Prairie into a position where we’d have to join a transit agency to try to keep a business,” Ross said.

The proposed legislative priorities included several other options to support transit funding in the region. Those include providing incentives for transit-oriented development, allowing new cities to buy into transit for less through a local government corporation, and supporting dedicated funding for public transportation and rail via a Texas Department of Transportation budget rider.

“Not one city has been added to DART in 40 years and that reason is the policy that DART uses — that will be reviewed by consultants but I think it’s wrong,” Morris said. “I think you should have participation through the local government corporation permanently like Grapevine [which] pays three-eighths of a cent for two rail stations, they don’t want any other services.

“The other transit agencies are figuring it out and we hope to give some tools to DART to be able to do it.”

Other overarching priorities for planners include enhancing safety, expanding transportation options, pursuing innovation and improving air quality.

The Regional Transportation Council will vote to adopt a final legislative agenda in October.

SHOULD TEXAS CREATE A HIGH-SPEED RAIL AUTHORITY? **REGIONAL LEADERS SUPPORT THE IDEA**

By Eric E. Garcia
September 12, 2024



The N700 Series Shinkansen high-speed train arriving at Kyoto Station, Japan. The high-speed rail line connecting Fort Worth to Houston through Dallas will use trains similar to the ones in Japan. (Courtesy photo | Marek Ślusarczyk, Wikimedia Commons)

North Texas leaders plan to urge state legislators to create a statewide high-speed rail authority with eminent domain powers to support and coordinate efforts to build bullet train routes to Fort Worth, Arlington, Dallas, Houston and possibly other areas.

The creation of a Texas high-speed rail authority was among the legislative priorities discussed Thursday by the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments consisting of 45 elected and appointed officials.

The high-speed rail agency, if created, would “retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways and trails,” according to a draft of the group’s legislative priorities.

Eminent domain is a legal process that allows governments or companies with proper authority to take private property for a public use. The Texas Supreme Court ruled in 2022 that Texas

Central, the private company involved in the Houston to Dallas bullet train development, is considered an interurban electric railway with the power to use eminent domain. That ruling resulted from a lawsuit by Jason Miles, a Leon County property owner whose land would be bisected with a 100-foot right of way on his 600-acre tract.

The transportation council seeks to urge lawmakers to “support high-speed rail development in Texas and its superior history of safety,” according to the draft legislative priorities report. The group also wants the Legislature and the Texas Department of Transportation to review the proposed high-speed rail authority.

Regional leaders say that as the population of the Fort Worth-Dallas area booms, dedicated funding is needed to ensure the longevity of transportation projects aimed at increasing mobility and reducing congestion in major metropolitan areas. Among the proposals is whether to amend the local sales tax to exempt the portion used for transit.

Jeff Davis, chairman of Trinity Metro’s board of directors, urged regional leaders to understand that more transit options and denser housing are needed in North Texas as population estimates show the area is expected to boom to 15 million residents within 25 years.

Otherwise, he said, North Texas could have “the worst sprawl in the United States” as developers favor building in rural areas with fewer restrictions.

“Without transit, your community will be worse off,” Davis said.

North Texas efforts

A high-speed rail route from Fort Worth and Arlington to Dallas that could carry as many as 30,000 daily passengers is currently four years into a lengthy engineering and environmental review process related to the National Environmental Policy Act. The regional agency is working with the Federal Transit Administration, the Federal Railroad Administration and other state and federal agencies on the proposal. The review process could be complete by March 2025 but the council of governments has been granted some flexibility for those requirements.

In August, the Regional Transportation Council [approved \\$1.6 million](#) in additional funding for the \$12 million study of the route that would run west of downtown Dallas to Arlington and Fort Worth.

Although Dallas officials balked at a route through the city’s downtown, regional officials want to link that route with a separate high-speed rail project underway by Amtrak and Texas Central. That project, which would include a stop near College Station, received \$63.9 million from the U.S. Department of Transportation’s Federal Railroad Administration. Those funds were awarded in July as part of the bipartisan Infrastructure Investment and Jobs Act that the Biden administration passed in November 2021.

The [revised alignment for the rail project](#) — developed after the Dallas City Council [passed a resolution in June](#) opposing an elevated high-speed rail system through downtown and nearby neighborhoods — is still being finalized but would generally take trains west of Interstate 35 East and run mostly parallel with South Riverfront Boulevard and extend over several businesses.

The route would cross Interstate 30 from the north and avoid the Kay Bailey Hutchison Convention Center, which is undergoing a \$3.7 billion expansion, before heading south to the

elevated high-speed rail station at the Cedars neighborhood south of the Dallas Central Business District.

Funding priorities

Among the Regional Transportation Council's proposed funding priorities:

- Transportation safety measures, including lowering excessive speed limits.
- Support innovative funding methods to expand rail and transit options within the region.
- Utilize innovation in higher-speed transportation, transit, autonomous vehicles and freight.
- Support expenditure of a portion of the Texas Mobility Fund — \$200 million — for regional commuter rail and Class I railroad improvements.
- Support dedicated funding for public transportation and rail via TxDOT budget rider.
- Protect existing transportation authority dedicated funding, advance Transit 2.0 recommendations.
- Allocate money to the existing Texas Rail Relocation and Improvement Fund.
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions or allow the use of public-private partnerships for roadway and transit projects, including toll managed lanes through a Metropolitan Planning Organization.
- Return about \$80 million in air quality fees to counties with local initiative projects.
- Provide tools to facilitate transit-oriented development, including tax incentives to developers.
- Restrict Texas cities with no transit systems from relocating businesses from transit-oriented cities.

Arlington Mayor Jim Ross and Mansfield Mayor Michael Evans both said they would not support the proposed legislative item on restricting cities with no transit systems from relocating businesses from transit-oriented cities.

Otherwise, Arlington and other cities would have to join a transit agency just to “keep a business,” Ross said. Though Arlington offers some public transit options, it is the largest city in the U.S. without [a mass public transit system](#), including bus or rail.

One proposed item, for advancing automated speed enforcement over 90 miles per hour, may conflict with state law since local authorities are prohibited from using photographic traffic signal enforcement systems, officials said.

The legislative list will be refined before it is considered for future approval by the Regional Transportation Council, possibly at the group's Oct. 17 meeting. The group's priorities will then be sent to the 89th Texas Legislature, which will convene in Austin in January.

NEWSWEEK

TEXAS LAWMAKERS PLAN TO SEIZE LAND FOR BULLET TRAINS

By Hugh Cameron
September 13, 2024

[Texas](#) officials plan to use eminent domain powers to take land from private property owners, as the state moves forward with plans for its first-ever high-speed rail.

Plans are in place for a [240-mile route](#) connecting Dallas and Houston, on which high-speed passenger trains will travel at over 200 miles per hour and help commuters complete this journey in under 90 minutes. The latest proposal would give a significant boost to the project, which has garnered both support and criticism as it moves toward completion.

The proposal was discussed on Thursday during a meeting of the Regional Transportation Council, an independent policy body of the North Central Texas Council of Governments.

According to a draft of the group's legislative priorities, efforts to move the rail project forward will require creating a statewide high-speed rail authority.

This, they state, would require "provid[ing] counties and cities with expanded tools for land use control to preserve future transportation corridors and support land use, housing, school, and transportation connection policies that best serve growth needs."

The authority would "retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails."

Eminent domain, according to the Texas Landowner's Bill of Rights, is "the legal authority that certain entities are granted that allows those entities to take private property for a public use," while providing the property owners with compensation for their land at market value.

According to Queenan Law, a Texas-based firm, while owners have the right to challenge the government's use of eminent domain authority, in many cases "when the government comes for your property, there are processes where they can force you to sell your land even if you do not want to."

In June 2022, the Texas [Supreme Court](#) ruled that Texas Central Railroad & Infrastructure Inc., the company spearheading the high-speed rail project, had eminent domain authority to take private property from a Leon County property owner whose land was situated on the planned rail line.

"We are disappointed in this ruling," Regan Beck, Texas Farm Bureau's director of government affairs, said at the time. "Unfortunately, this decision clears the way for another private company to condemn personal property using eminent domain."

Newsweek has contacted Texas Central for comment on the use of eminent domain authority in advancing the project.

Beyond the authority to use eminent domain, the Texas high-speed rail project has received numerous economic and political boosts in recent months.

In April, reports emerged that President [Joe Biden](#) had discussed the project with Japanese Prime Minister Fumio Kishida, in an apparent effort to procure the country's bullet train technology and bring the project closer to completion.

Last week, the federal government awarded Amtrak, the national passenger railroad company, [\\$64 million in grant funding](#) to move forward with the 240-mile line.

The train itself, utilizing Japanese [Shinkansen technology](#), would reduce the number of cars travelling on Interstate 45 by up to 12,500 per day, according to Texas Central.

However, the high-speed rail project has [received pushback](#), with some stating that its costs outweigh the funding it has so far received.

The project's estimated cost has ballooned from \$10 billion to \$33.4 billion, according to a 2023 study by the libertarian think tank Reason Foundation, a figure that could rise to more than \$40 billion.

The think tank said that the use of eminent domain authority will add to these costs.

"Texas Central still has not fully accounted for the cost of acquiring the land along the proposed route," its report read. "Whether the company intends to acquire the land through arms-length transactions or eminent domain, property values have increased substantially."

UNIVERSITY OF NORTH TEXAS ECONOMIC RESEARCH GROUP STUDY REVEALED BENEFITS OF TODS NEAR DART RAIL STATIONS

The study evaluated real estate development within a quarter-mile radius of DART stations and found transit-oriented developments in the DART service area generated nearly \$1 billion in direct spending and spurred 11,000 jobs between 2019 and 2021.

September 11, 2024



A recent study conducted by the University of North Texas Economic Research Group (ERG) revealed Transit-oriented developments in the Dallas Area Rapid Transit (DART) service area generated nearly \$1 billion in direct spending and spurred 11,000 jobs between 2019 and 2021.

The study, led by Michael Carroll, Ph.D., evaluated real estate development within a quarter-mile radius of DART stations, confirming long-held beliefs among economists and real estate developers about DART's impact on the region's economic vitality.

"Transit services provided by DART are critical to regional mobility. DART's network is designed to connect riders across city boundaries and provide crucial access to jobs, education, health care, entertainment and more," said Nadine S. Lee, DART President and CEO during her second annual State of the Agency address on Sept. 6. "DART opens up social and economic development opportunities at all of our stations."

During the State of the Agency address, Lee, in her fourth year as DART president and CEO, also noted the agency's long history of fiscal responsibility.

"We project every dollar we will spend over the next two decades and our board members approve that plan every year," Lee said. "We plan and budget well within our means – and we have a long history of doing so."

She pointed to the ERG study in highlighting the tremendous value DART brings to all 13 service area cities.

“This study further confirms long-held beliefs among economists and real estate developers about DART’s impact on our regional economy,” Lee said.

The ERG study focused on 31 real estate development projects built near DART stations between 2019 and 2021. The projects encompassed a mix of commercial, residential and public developments. Details of the study include:

- **Direct spending:** DART’s transit-oriented projects generated more than \$980 million in direct spending.
- **Total economic impact:** The cumulative economic impact within the 700-mile DART Service area, tracked by the University of North Texas since 1999, reached \$17.1 billion, significantly boosting the Dallas-Fort Worth (DFW) region's economy.
- **Job creation:** The developments created 10,747 jobs in the DFW area.
- **Tax revenue:** The DART station area economic impact between 2019 and 2021 contributed \$144.7 million in federal tax revenue and \$49.6 million in state and local tax revenue.

Despite the challenges posed by the COVID-19 pandemic, the DFW region demonstrated remarkable economic activity from 2019 to 2021. Carroll emphasized the growth is part of the region's broader, long-term trend of robust economic expansion. He noted the trend of developing properties near light- rail stations is not unique to DFW, as similar patterns are observed throughout the U.S.

The study utilized IMPLAN software to create detailed economic models based on development spending data. DART notes IMPLAN is a tool that calculates direct, indirect and induced impacts of spending and employment. The results underscored the continuous economic growth and development around DART stations.

“Proximity to DART adds value to development,” Lee said. “The impact of DART light-rail investments on local development shows residential and office space rent for substantially higher than surrounding projects. In total, development projects near DART stations since 1999 have resulted in an aggregated increased property value of \$17.1 billion, with additional contributions to the economy through direct and indirect means such as wage, tax and other economic factors.”

Carroll highlighted the growing importance of connectivity and multi-modal access in Texas's rapidly urbanizing landscape, particularly in the DFW area.

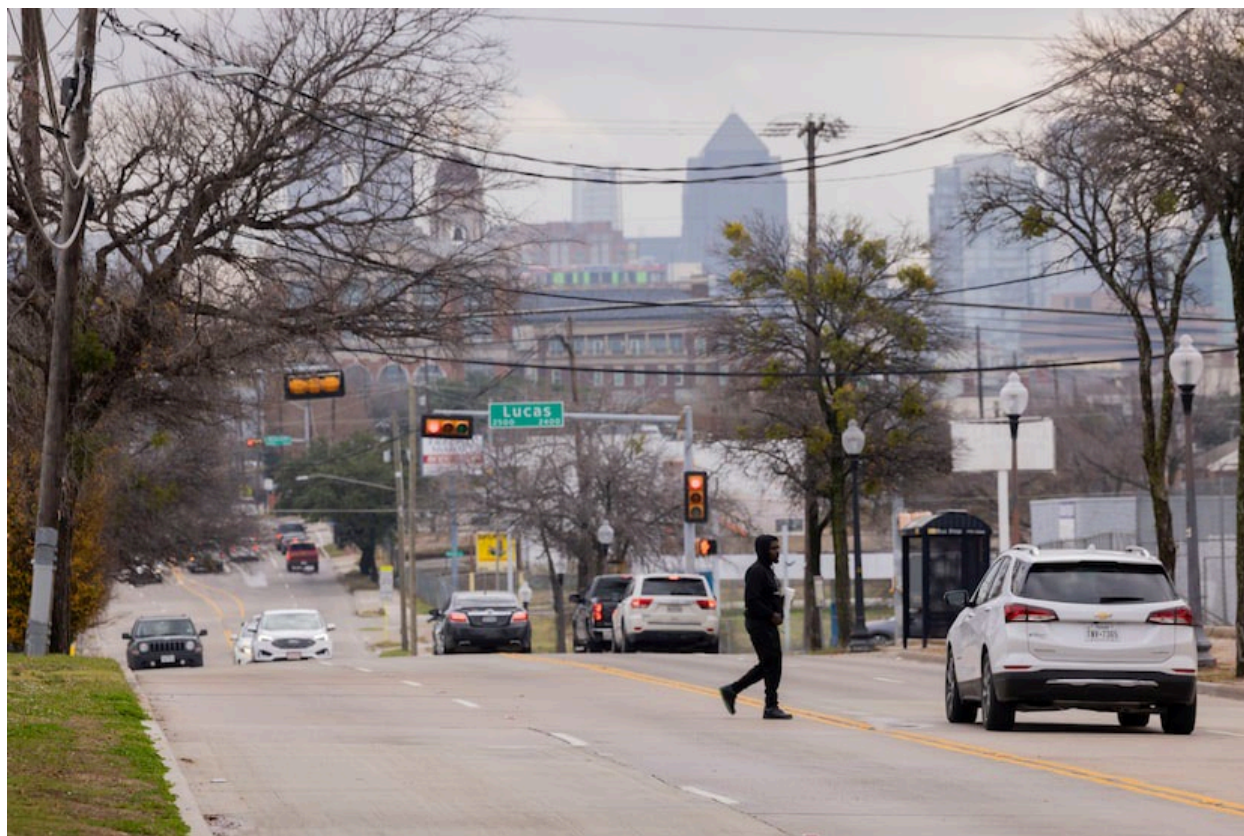
“Over the decades, the development near DART light-rail stations, including significant commercial, office and residential establishments, has not only provided transit accessibility, but also simultaneously boosted the economic wellbeing of the DFW region,” Carroll said. As the DFW region continues to urbanize, leveraging transit as a strategic mobility asset will not only enhance regional connectivity and accessibility, but is essential to sustaining our economic momentum through coordinated planning and development with our cities and alongside key stakeholders.

DALLAS HAS TO GET URGENT ABOUT PEDESTRIAN SAFETY

Vision Zero has moved the needle, but rapid action is needed.

Dallas Morning News editorial

September 17, 2024



A pedestrian crosses the street close to the intersection of Lucas Drive and Maple Avenue in Dallas on Friday, Dec. 22, 2023. State data shows that while stats in the number of Dallas crashes and road deaths have decreased in 2023 compared to 2022, pedestrian injuries have increased. Maple Avenue between Hudnall Street and Oak Lawn Avenue has been identified as an area in the city where a high number of accidents involving pedestrians occur. (Juan Figueroa / Staff Photographer)

Dallas is not a city for pedestrians. High speed limits, few decent street crossings and long stretches without a sidewalk in sight. Crossing the street should not be a life-or-death situation, but too often it feels that way.

The city has a long-term plan that is already making an impact but is moving in slow motion. Officials still need to bring pedestrian safety to the forefront.

In 2023, there were 71 fatal crashes involving pedestrians and 198 crashes with severe injuries involving pedestrians, according to the city's [Vision Zero Dashboard](#). Vision Zero is an ambitious plan to reduce traffic fatalities and severe injury crashes by 50% by 2030, including pedestrian accidents.

Vision Zero has already identified the most dangerous intersections for pedestrians in Dallas, with the top spot going to Maple Avenue, between Oak Lawn Avenue and Hudnall Street. [A](#)

[safety plan](#) that includes bike lanes and enhanced pedestrian crossings was presented in late July and has been given priority by the city.

Another effective way to reduce pedestrian deaths and injuries is by reducing speed limits. There is a correlation between speed limits and fatality rates with pedestrians, studies show, even by reducing 5 miles per hour. This is the spirit of a new [ordinance](#) for the East Ledbetter corridor, which is part of Loop 12. That stretch of road, according to a Texas Department of Transportation analysis and highlighted by KXAS-TV (NBC5), is [the deadliest roadway for traffic crashes](#).

Redesigning portions of Loop 12 to slow down cars is part of a larger multiagency plan, Michael Morris, director of Transportation at the North Central Texas Council of Governments, told NBC5.

NTCOG is presenting a legislative plan for the region to enhance street safety, including automated speed enforcement over 90 mph and measures that improve bicycle and pedestrian safety focusing on areas with pedestrian movements.

Dallas also has ambitious projects for traffic safety that are waiting for bond money to kick in. However, completion dates in some cases are expected for 2027. With the information the city already has from Vision Zero, officials should consider repurposing funds to give priority to some of these projects.

Meanwhile, adding pedestrian crossings is relatively inexpensive and yet effective. Dallas City Council member Chad West told us some parts of his district, in north Oak Cliff, are using reflective delineators — bright traffic poles — that have been effective in reducing traffic speeds.

West, along with council member Jesse Moreno, started the Street Design Manual Work Group last year to review the city's current Street Design Manual and to consider how to incorporate Vision Zero with other citywide initiatives. A report is expected by the end of this year.

Getting these plans into action takes time, but the city has enough information on the table to take immediate action in some high-risk areas with an added sense of urgency.

So far this year, there have been 48 pedestrian deaths and 107 severe injuries. These numbers are proof that there is much work to be done.

ONE DALLAS COMMITTEE WANTS TO FULLY FUND DART. ANOTHER WANTS TO SEE CUTS

By Pablo Arauz Peña

September 17, 2024



Dallas leaders are divided over support for Dallas Area Rapid Transit amid talks to cut funding for the transit agency.

The city's Transportation and Infrastructure committee voted Monday to add to its list of legislative priorities a line to fully fund DART.

That's in opposition to another committee's legislative agenda: A motion to restructure DART's funding is among the Government Performance and Financial Management committee's list of legislative priorities.

"It's two different positions on this," District 10 council member Kathy Stewart said. "Each committee is going to take a different position."

Opposing viewpoints

District 8 council member Tennell Atkins proposed the motion for the Transportation and Infrastructure committee to include the item to support DART in an upcoming council briefing on Wednesday. It passed 6 to 1.

"We can testify on transportation. The other committee wants to testify about funding or a revenue source, then they should be something different," Atkins said. "I don't think we should have one or the other. I think it should be both."

District 12 council member Cara Mendelsohn voted against it.

Mendelsohn is among city leaders across the region who want to reduce their 1-cent sales tax contribution to DART by 25%. Several of DART's 13 member cities have passed symbolic resolutions to do so, including Plano, Irving and Rowlett.

[Study reveals where DART's money goes as directors mull over budget](#)

Dallas Area Rapid Transit's board of directors got its first look at [a new study](#) that could shape how member cities pay into the transit system — and how the agency determines its next budget.

Committee chair Omar Narvaez said that while it is rare for two opposing recommendations to be made to the council, it has been done before.

"We had dual recommendations, one from one body, one from the other," he said. "But as a whole, that's the only vote that matters."

The committee's legislative agenda will now go to a full council briefing on Wednesday morning.

Regional disagreements

As Dallas considers whether to call for cuts or full funding to DART, the Regional Transportation Council is calling on the Legislature to "protect existing transportation authority dedicated funding" in its list of legislative priorities.

During a meeting of the RTC Thursday, regional transportation director Michael Morris said he advised that cities not restructure DART's funding until the North Central Texas Council of Governments completes its Transit 2.0 study that would forecast DART's revenue and costs over the next 30 years.

One of the legislative items put forth by NCTCOG staff would seek to limit companies from moving their business to cities that aren't a member of a transit agency.

"Being in the middle of Transit 2.0 and dealing with the controversies within the DART board, some percentage of that anger – anger is the right English word – is DART cities losing employers to non-transit authority cities," Morris said.

Several city leaders spoke against the item, including Plano Mayor John Muns and Dallas City Council Member Cara Mendelsohn.

"I don't really think that if you are in Fort Worth, God bless you, you don't get to decide what we as a member city are going to do about DART," she said. "It's just not your role."

The Regional Transportation Council plans to approve its legislative agenda at a meeting next month.

CITY LEADERS SPLIT ON DART FUNDING

By Sydney Asher
September 18, 2024

Dallas officials are divided over whether to maintain taxpayer spending on Dallas Area Rapid Transit.

On Monday, the City's Transportation & Infrastructure Committee voted to recommend to the full Dallas City Council that DART be fully funded.

However, the Government Performance & Financial Management Committee is working to restructure Dallas' end of DART's funding.

"We can testify on transportation," said Council Member Tennell Atkins (District 8), a member of the Transportation & Infrastructure Committee. "The other committee wants to testify about funding or a revenue source, then they should be something different. I don't think we should have one or the other. I think it should be both."

Council Member Cara Mendelsohn (District 12), who serves on the Government Performance & Financial Management Committee, thinks Dallas taxpayers are spending too much on DART. She is among a group of metro area officials who want to [reduce](#) their jurisdictions' one-cent sales-tax contribution to DART by 25%, as previously reported by *The Dallas Express*.

Leaders from 13 North Texas cities, including Plano, Farmers Branch, Carrollton, and Irving have all expressed support for [reducing](#) their contributions to DART by 25%.

Council Member Omar Narvaez (District 6), who serves as the chair of the Transportation & Infrastructure Committee, said that while it is not common for two opposing recommendations to be sent to the full council, it is not impossible.

"We had dual recommendations, one from one body, one from the other. But as a whole, that's the only vote that matters," Narvaez said at Monday's meeting.

Many have called for the City to protect DART, including the Regional Transportation Council (RTC).

During an RTC meeting on September 12, regional transportation director Michael Morris [advised](#) cities not to restructure DART's funding until the North Central Texas Council of Governments completes the Transit 2.0 study which forecasts DART's revenue and costs over the next three decades.

"Being in the middle of Transit 2.0 and dealing with the controversies within the DART board, some percentage of that anger — anger is the right English word — is DART cities losing employers to non-transit authority cities," Morris said at the meeting, per KERA News.

Both Plano Mayor John Muns and Mendelson spoke out against Morris.

"I don't really think that if you are in Fort Worth, God bless you, you don't get to decide what we as a member city are going to do about DART," Mendelson said, per KERA. "It's just not your role."

Some community members have sided with Morris. In July, a group called the Dallas Area Transit Alliance created a [petition](#) to protect public transit and oppose DART funding cuts. As of September 17, the petition had 1,751 signatures.

“There is significant room for improvement on public transit in Dallas. Yet, rather than do their part to fix and enhance the system, city leaders propose a 25% cut to DART’s funding,” reads the petition. “Hate waiting for your train? Imagine the wait doubling. Frustrated by late buses? Imagine more delays. Wish for cleaner rides? Imagine them dirtier. Concerned about safety? Imagine fewer officers.”

FORT WORTH REPORT

RIDING THE RAILS: TRINITY METRO REPORTS MORE PASSENGERS ON ITS TRAINS

By Eric E. Garcia
September 19, 2024



Hundreds of thousands more Fort Worth-area residents are taking a train.

Trinity Metro is reporting significant growth in its rail services as the transit agency plans a 2.1-mile expansion into the Near Southside district and works with the city to determine a rail project for one of Fort Worth's entertainment districts.

Passenger counts on the agency's two rail services, TEXRail and Trinity Railway Express, in 2024 have exceeded ridership figures over last year.

"We're thrilled with the numbers seen on both of our rail systems...The growth has been pretty amazing," said Reed Lanham, Trinity Metro's vice president of rail.

Richard W. Andreski, president and CEO of Trinity Metro, said the region's growing population, expected to reach 12 million by 2050, has fueled train ridership during the past three years.

"This is not a service for a few," he said. "It's a service for a large part of the population."

TEXRail, a 27-mile commuter train from downtown Fort Worth to Dallas Fort Worth International Airport, is exploding in popularity — thanks in part to an agreement with the city of Grapevine to promote rail transit for tourism-related events such as GrapeFest, officials said.

Since 2021, TEXRail ridership has grown by more than 166%. The 5-year-old rail system is part of the Dallas Area Rapid Transit's Silver Line under construction to the east.

In 2021, during the COVID-19 pandemic, TEXRail ridership was just 261,041 as lockdowns and social distancing took its toll. The next year, 2022, ridership started taking off, nearly doubling to 478,861 passengers. In 2023, that number boomed to 592,129 passengers.



Here is the route for TEXRail, which runs from downtown Fort Worth to Dallas Fort Worth International Airport. (Courtesy image | Trinity Metro)

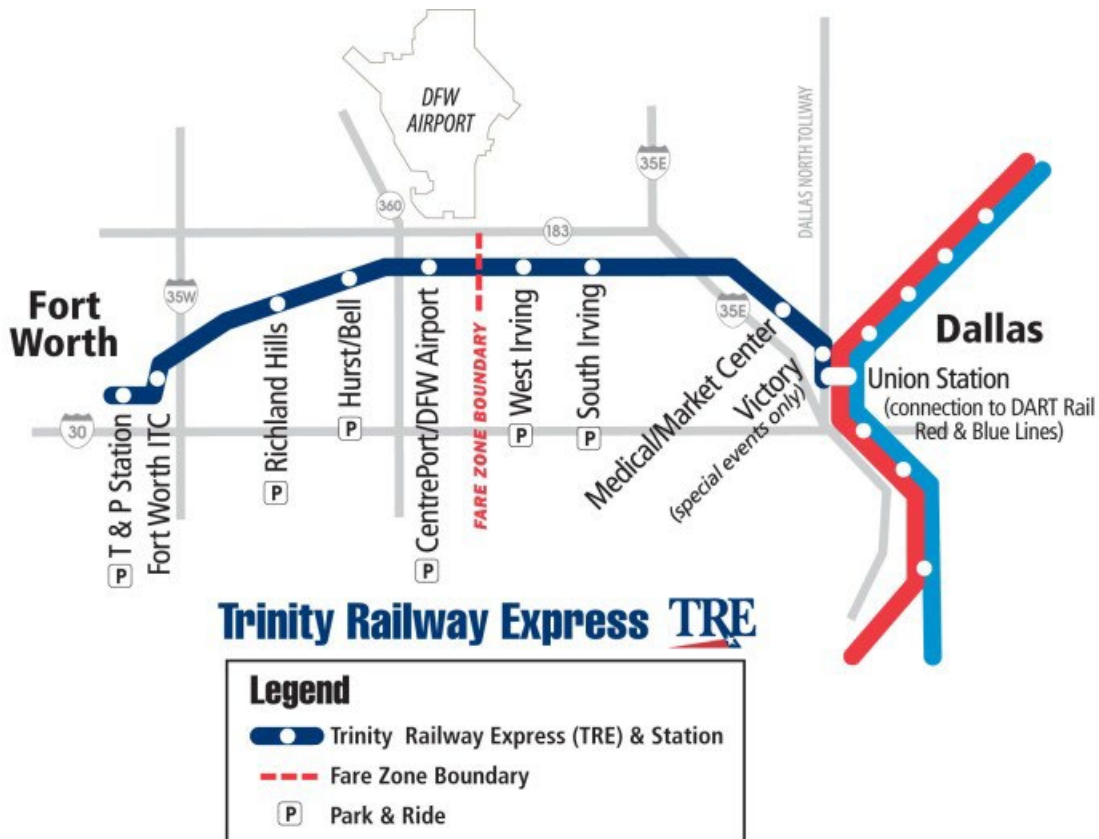
Year-to-date figures through August show TEXRail ridership in 2024 reached 711,636 — 119,507 more passengers than in 2023 so far.

Monthly figures also show significant increases. In July, 69,800 riders used the service — more than 10,000 new passengers over July 2023.

The most popular TEXRail stop? DFW Airport's Terminal B, which had 21,100 riders in August 2024. That stop was followed by the Fort Worth T&P Station (9,400 riders), Fort Worth Central Station (8,700 riders) and Grapevine's Main Street Station (6,900 riders).

Lanham said TEXRail's long-term parking at stations is popular, prompting Trinity Metro to add more spaces to several spots, including the T&P Station.

Trinity Railway Express, the commuter line between Fort Worth and Dallas jointly owned and operated by Trinity Metro and DART, is also booming, ridership figures show.



Here is the route for Trinity Railway Express, a commuter train between Dallas and Fort Worth. (Courtesy image | Trinity Railway Express)

TRE ridership went from 709,297 in 2021 to 977,414 in 2022 before passengers exceeded 1 million last year. The agency reached 1.1 million passengers this year, figures show.

In August, most TRE riders — 23,000 — headed to the Eddie Bernice Johnson Union Station in downtown Dallas, a rail hub that also provides service for DART and Amtrak passengers. Central Station in downtown Fort Worth was the second-most popular stop with 13,300 riders, followed by the Victory Station, just north of downtown Dallas, with 11,000 riders and the Downtown Irving/Heritage Crossing Station, which had 9,900 riders.

Monthly ridership on the Trinity Railway Express this year exceeds 100,000 riders most months.

On-time performance for both rail services exceeds 98%, Trinity Metro figures show.

On Sept. 16, Trinity Metro board of directors agreed to extend a 10-year contract with Herzog Transit Services Inc. for commuter rail operations and maintenance that includes Trinity Railway Express. The current contract expires on Sept. 30, 2025.

The five-year extension, part of a 10-year option, for TRE operations will cost about \$228 million and will be split equally between Trinity Metro and DART, with each transit agency paying about \$114 million, Lanham said.

Trinity Metro, which also approved a \$163.7 million operating budget for the 2025 fiscal year, on Sept. 16, expects to spend about \$33.7 million on TEXRail and about \$19.2 million for Trinity Railway Express.

'It's Truly A Need Now To Survive': Mixed-Use Projects Chase Population As DFW Grows Northward

[Dallas-Fort Worth Mixed-Use](#)

September 19, 2024 [Billy Wadsack, Dallas-Fort Worth](#)

With population growth in the northern suburbs continuing to outpace that of [Dallas County, mixed-use developments](#) have become increasingly popular and prevalent as developers follow new residents and their wallets.

Gone are the days of standalone office buildings, strip malls and apartment complexes as projects are now focused on creating spaces where patrons can live, work, dine and enjoy themselves. Developers and economic planners say offering more things to residents where they live is do or die as the region grows.

“[Mixed-use] is not a new concept, but it's now become a very popular concept,” [Maher Maso](#), principal at [Ryan](#) and former mayor of Frisco, told *Bisnow*. “It has become no longer a want — it's truly a need now to survive and to grow and to thrive. Whether you're a city or a developer or resident, you need mixed-use.”

The success of the luxury-focused [Legacy West](#) development in Plano and Frisco's [Dallas Cowboys-centric The Star](#) development have spurred further mixed-use projects along the [Dallas North Tollway](#) and in the northern suburbs as Dallas' population continues to shift to the north.

Earlier this week, [Frisco City Council](#) approved \$182M in improvements to the city-owned [Toyota Stadium](#) that will turn it into the centerpiece of a mixed-use sports and entertainment district. And real estate investment firm Old Prosper Partners closed on a deal Tuesday for 2,452 acres north of McKinney, with plans to build a massive mixed-use development, [according to The Dallas Morning News](#).

Population numbers released this year by the U.S. Census Bureau show [8.1M people now reside](#) in the North Texas region. But the population growth in Collin, Denton and Tarrant counties outpaced Dallas County in 2023 by more than six times, five times and three times, respectively.

Dallas County added only 4,300 people in 2023 and lost more residents than all but seven other counties nationwide, *D Magazine* reported earlier this year. By contrast, Collin County added 28,886 newcomers.

Mixed-use projects further and further afield have become must-adds as those new residents don't want to travel long distances to work and find entertainment, shopping or restaurants.

The bulk of mixed-use developments include a heavy office component, and the [trend of satellite offices](#) is continuing throughout the suburbs. According to a second-quarter office market report, several suburbs are gaining fast ground on Dallas' existing inventory of office space.

At the end of June, [Los Colinas](#) led the region with more than 35M SF of office inventory, [per data from Avison Young](#). And while the [Dallas CBD](#) was next with nearly 27M SF, the Upper Tollway-West Plano, Richardson-Plano and Quorum-Bent Tree areas along the tollway were each nipping at its heels.

The Frisco - [The Colony](#) area also trailed only [Uptown Dallas](#) in office space under development in the report. Uptown has more than 2.2M SF in the pipeline, while Frisco-The Colony has over 1.8M SF on the way.

The densification of the Metroplex is not new, but the pace is quickening. according to one study that found population density [grew 17%](#) between 2010 and 2020, according to Rice University. The shift has moved the center of gravity away from the city's core and [into its suburbs and exurbs](#).

Still, [Downtown Dallas Inc.](#) President and CEO [Jennifer Scripps](#) said it's hard to compete with the experiences and attractions like the Dallas Museum of Art, the AT&T Discovery District and the [Nasher Sculpture Center](#). All are in close proximity to office spaces in the city, exactly the setting developers are trying to achieve with mixed-use projects.

"We've been doing mixed-use for 100 years in Downtown Dallas," Scripps said. "This kind of a living is increasingly compelling in lots of places. The ability to live and work close together, and to walk places, or hop on a bike and get from one location to another easily [is important]."

[Gensler](#) principal [Barry Hand](#), who led the master planning and architecture for Legacy West and is overseeing another project, Fields West, agreed that the [Dallas Central Business District](#) will always be a competitive place for office.

But as more office space is added to the suburbs, he said, developers are having more success with projects that include residential, retail, restaurant and entertainment attractions.

"What the sports teams and mixed-use developers are learning is that they can create cool, urban places with a mixed-use density, and that brings value because you're bringing 18-hour days, as opposed to a single-use occupancy development that might get used eight hours a day or 12 hours a day," Hand said. "If you can broaden that time span in the day, then you're bringing more revenue to these properties."

The [\\$2B Fields West project](#) from Legacy West developer The Karahan Cos. is already underway on 55 acres in Frisco. So is the [Firefly Park development](#), which will include 3M SF of office space, a hotel, 400K SF of retail and dining, townhomes and multifamily units, and a 45-acre park.

"We're starting to see mixed-use plans that have more and more single-family housing integrated around the perimeters," Hand said. "And that's really going back to the way we built towns 100 years ago into truly walkable villages."

The [Collin Creek Mall redevelopment](#) in Plano will include over 1M SF of office space, townhomes and more on a 100-acre-plus site located along the Central Expressway corridor.

BISNOW

Courtesy of Gensler

Prosper Arts District

Prosper Town Council also approved plans for the [35-acre mixed-use Prosper Arts District](#) development earlier this year.

Hand said the [Prosper Arts District](#) project is a great example of the latest trend he has seen in mixed-use projects – creating art installations that people will travel to see.

“In the more competitive markets, the operators are getting really sophisticated with [creating an] experience,” Hand said. “And if that means digital art or physical, large-scale sculpture, we’re seeing a lot of that being integrated into the brand expression of these developments.”

With an annual growth rate that has been between 9% and 13% for the last half-decade, Prosper is a town on a rapid rise. Prosper Economic Development Corp. Executive Director [Mary Ann Moon](#) said the Prosper Arts District project will be unique, but she stressed the town will continue to be very strategic with its planning.

“Our council is very focused on building our downtown to make it a destination, to give visitors and the residents an opportunity to shop at newer stores but also come downtown and enjoy the historical aspects of a community,” Moon said.

“We’ve had a lot of investment there, and we’ll continue to have that. We’re not yet certain what our tollway corridor is going to look like. I don’t know that that’s where the center of all activity is.”

Hand said he believes the mixed-use trend is here to stay, and projects will continue up the tollway corridor as well as along the Highway 75 corridor all the way north to [Sherman](#).

That's a forecast Maso agreed with because developments with multiple attractions and uses keep consumers from needing to travel to another city. But creating a flourishing development takes collaboration, he said.

“Ultimately, for mixed-use projects to be successful, everyone needs a seat at the table and to participate – that includes the developer, the users, the cities and the residents,” Maso said. “You can't just snap your fingers and hope they happen. They're more complex [and] they're more expensive, but they have better quality of life and they have better sustainability.”

Contact Billy Wadsack at billy.wadsack@bisnow.com

NBCDFW

Fort Worth's Historic Northside residents concerned over Panther Island project

National group conducts study, issues recommendations to preserve neighborhood

By Tahera Rahman
September 20, 2024

A billion-dollar project is back in the spotlight in Fort Worth, this time to look at how it could impact surrounding neighbors.

On Friday, researchers presented findings on how might the Panther Island Project impact the Historic Northside, how to curb negative effects and capture positive ones.

The Fort Worth Hispanic Chamber of Commerce sponsored the study, along with the City of Fort Worth. It was conducted by a national group, the Urban Land Institute.

ULI said they studied the Northside, then conducted over 100 interviews with neighbors over the past week.

They found that neighbors were most concerned with neighborhood conservation, housing affordability, business diversity, historic and cultural preservation, and implementation: Keeping those responsible for recommendations accountable.

"Northside, if you think of it as sort of this barbell, it's getting squeezed on one side with the Stockyards and getting squeezed on the other side with the potential for the redevelopment of Panther Island. And so, definitely, the neighbors are concerned about what that is going to do to their neighborhood," said Omar Gonzalez, chair of the Urban Land Institute advisory service panel.

Researchers said there was a lot to gain from the Panther Island project, like access to downtown, access to waterfront, and improved transportation options.

But, they said the scale of such a big project like Panther Island also makes its impact greater, so there needs to be a focus on equity early on.

That includes tax exemption and protections to make sure legacy homeowners, and even renters, don't get priced out of their homes as property values rise.

It also means training and upskilling the workforce, supporting small businesses, celebrating the Northside's culture and history, and expanding access to improved parks and amenities.

Specific recommendations included creating and codifying a master plan for the neighborhood that feeds into the city's plan and removing industrial uses next to commercial corridors to stabilize the area and cut down on noise pollution and air quality concerns.

Authors said the median income in Fort Worth falls short of the median home prices, and that gap increases in the Historic Northside.

They recommended partnering with local law schools to expand legal aid for neighbors, local credit unions to offer loans, and housing counselors to create foreclosure prevention programs.

"We're recommending putting the policies and procedures in place today that can help once Panther Island starts to become a thing, you've already got the Northside feeling like 'OK, I can remain in my home, I can afford my tax bills, I can continue to raise my family here,'" Gonzalez said.

Anette Landeros, President and CEO of the Fort Worth Hispanic Chamber said they sponsored the study because surrounding development makes their neighborhood vulnerable.

"Our focus was really to try to leverage national expert opinions to help us figure out how to preserve an existing and beloved community," she said.

She said was validating that researchers saw the strengths of their neighborhood, including community pride and a strong culture.

Even better, she said, was getting a roadmap for their challenges.

"It's our job to keep the recommendations and the effort alive," Landeros said.

One of the most urgent ones was creating a Community Action Committee.

"It's clear that we need to expand our network, and hopefully that community action committee will allow us the opportunity to do that. Hopefully, we can get folks who are in different circles," she said. "Just to make sure that everyone's voices are heard and that there is connectivity."

That's one area of weakness Stephan Sanchez noticed.

"It's hard for me to go to these meetings and then not see my neighbors. It's because they weren't informed," he said.

Sanchez had attended some of the engagement sessions the Chamber held with neighbors and also sat in on ULI's findings presentation on Friday.

He said he found out about the meetings on social media, but that's not how a lot of people find their information, like his own mom and neighbors.

Although the Chamber recognized the need to improve communication, Sanchez said there's only so much that organization can do, and he wants to see the city be more involved.

"I have medium to low confidence at the moment," Sanchez said, about the preservation and revitalization of his neighborhood as Panther Island grows next door.

"Misallocation of funds for this area, but they want to build an entire little retail and living center right next door," Sanchez said. "It's hard for me to say I'm confident that they're going to do the right thing and help this area out, first."

But the Chamber and ULI hope that is what happens.

They say there's still about 20 years until Panther Island comes to fruition, and there's still time to put in protections for a unique neighborhood so that it's positioned to gain from-- not shrink from-- development next door.

"A city is only as rich as its community, and a community is its people," Landeros said.

Intersection has been dangerous since dawn of automobiles

By Carol Roark
September 22, 2024



As early as 1938, when this photo was taken, this near west side intersection at University and West Seventh was identified as dangerous. Still, it was safe enough that a man could stand next to a stopped roadster on Camp Bowie. That wouldn't be true for long. COURTESY Fort Worth Star Telegram Collection, Special Collections, University of Texas at Arlington Libraries

If you haven't had an accident at this intersection yourself, you probably know or have seen someone who has. Automobile traffic has always been dangerous, in some places more so than others. One intersection that always ends up on the list of the city's most troublesome or dangerous is the complicated confluence of West Seventh Street, Camp Bowie Boulevard, University Drive, and Bailey Avenue.

This cobweb of an intersection came together in the late 19th and early 20th centuries. First was West Seventh Street extending west from downtown and across the Trinity River.

It connected with Arlington Heights Boulevard (parts of which were previously called the Weatherford Road), which linked Fort Worth with the suburb of Arlington Heights, first developed in 1890. An 1892 map shows this east-west road in place.

Arlington Heights Boulevard became known as Camp Bowie Boulevard shortly after the United States entered World War I, and the Army set up a training camp on vacant Arlington Heights land.

The north-south street – now University Drive – was originally a stubby road with two names: Purvis Road to the north (with a bridge that crossed to the North Side as early as the 1880s)

and Burlison Avenue to the south. It originally dead-ended at what is now Lancaster, but was extended to its present length in the late 1930s.



This 1950 aerial, taken by Star-Telegram photographer Herbert Key, gives a good overview of the intersection. Post-war traffic was steady. Only two of the commercial buildings in the photo are still standing – Dow Art Galleries on Camp Bowie at the far upper left and the 1928 structure in back of the Humble gas station (between West Seventh and Camp Bowie) that now houses the Great Outdoors sub shop and other businesses. Courtesy Fort Worth Star Telegram Collection, Special Collections, University of Texas at Arlington Libraries

Bailey Avenue joined the web in about 1909, when William J. Bailey platted a plot of land south of his home at 3401 White Settlement Road. He connected his home to the larger intersection under discussion by means of a short diagonal road – one that still confuses motorists heading north on University Drive.

Automobiles enter the scene

All of the streets in the intersection were in place by about 1910, before there were a lot of automobiles on the road. That began to change during the teens. Two automobile plants opened in Fort Worth – Chevrolet in 1916 and the Texas Motor Car Co. in 1919. Camp Bowie brought lots of vehicles to transport soldiers and supplies. Still, traffic wasn't extremely heavy.

However, traffic rules hadn't kept up with the times. Entering an intersection with a horse and buggy was far different from driving a car through one. The first mention of "dangerous

intersections” in the local newspaper was in 1922. At this point, there were no stop signs or traffic lights. Traffic cops did direct drivers, but almost all of them were downtown.



Captioned “traffic jitters,” this 1951 image looks straight ahead at the heavy approaching traffic. Gas stations were plentiful, and the buildings feel much closer to the streets than they do today. Courtesy Fort Worth Star Telegram Collection, Special Collections, University of Texas at Arlington Libraries

Also in 1922, the City of Fort Worth turned down an offer for 100 “free” safety signals to be placed at dangerous intersections. The reason? The signs would have carried advertising. One alderman, who wanted to accept the signals, said that signs reduced accidents by as much as 75% when they were used at an intersection.

Accidents abound

A 1938 story featuring Fort Worth’s most dangerous intersections highlighted the West Seventh, Camp Bowie, and University Drive intersection, calling it a “death corner.” An average of 21,000 vehicles entered the intersection every day, and the article reported that there had been 11 major accidents during a nine-month period. The article featured the 1938 intersection photograph shown above.



Beatrice Terrazas took this photograph for the Star-Telegram in 1987. The street life of the 1950s is gone, and the intersection has little character. A 2000 renovation made it a gateway to the Cultural District. Courtesy Fort Worth Star Telegram Collection, Special Collections, University of Texas at Arlington Libraries

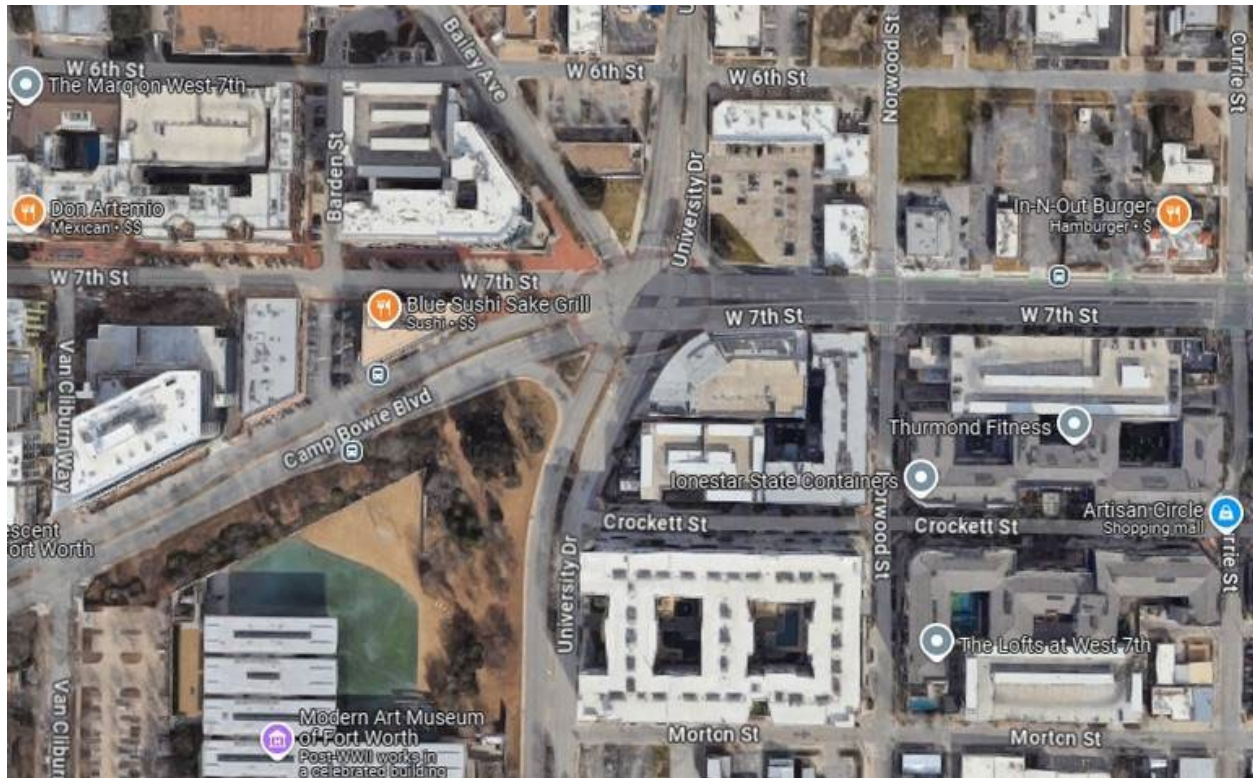
A few years later, the intersection was still called the most dangerous in town. The City of Fort Worth responded in 1940, installing an innovative traffic light suspended from the center of the intersection. Police started issuing regular reports about the deadliest intersections, and they helped raise awareness and save lives.

Still, with more cars on the road, accidents and fatalities increased. In June 1950, police traffic Capt. R. E. Dysart said Fort Worth had one of the worst traffic records in the state and nation, with 21 people killed so far that year. One of the biggest problems at the Camp Bowie and West Seventh intersection was head-in parking at a beloved doughnut shop between Bailey and University, where the post office now stands, and the old Loring Motel.

In 1960, the intersection still placed in the “most dangerous” category, though it only ranked fifth, with 21 reported accidents. So, what do you do if traffic signals, speed limits, and enforcement don’t work? You rebuild the intersection. That took place in 1966, and head-in parking was one of the things eliminated.

For a few years, the intersection dropped from the list of most dangerous crossings, but gained another ignominious accolade: longest traffic lights. In 1978, the Bank of Fort Worth put up an 84-word billboard advertising various bank services. Jim Tinkle called it, “the world’s wordiest sign for impatient motorists to read while waiting for creation’s longest traffic light.”

The intersection was redesigned again in 2000, to create a gateway to the Cultural District.



This Google Maps view shows the intersection today. Although it has been rebuilt several times in an attempt to improve safety, the intersection is still dangerous. Courtesy Google Maps

There are still hiccups about which lane to be in to go north on University versus making a left turn onto Bailey. Despite the directional signs, people are confused. Traffic is still heavy, and drivers are sometimes under the influence of either drink or drugs as they head home from the West Seventh entertainment district.

With lots of cars and lots of people, it's still a dangerous place, and may always be so.

Carol Roark is an archivist, historian, and author with a special interest in architectural and photographic history who has written several books on Fort Worth history.

MAPLE AVENUE: DALLAS' MOST DANGEROUS STREET

By David Taffet
September 20, 2024



Maple Avenue, from Oak Lawn Avenue to Mockingbird Lane, has been identified by city officials as the most dangerous street in Dallas for pedestrians. Also on the top 15 most dangerous streets are two sections of Cedar Springs Road: The section from the Dallas North Tollway to Turtle Creek Boulevard ranked ninth and the section from Turtle Creek Boulevard to Field Street ranked fourteenth.

Planning for how to make Maple Avenue safer began in the fall of 2022 with an analysis completed and an improvement concept developed for the road from Knight Street to Medical District Drive. A public meeting was held to present proposed improvements in February 2023.

The project was expanded down Maple to Mockingbird Lane in the summer of 2023. And the project has now moved from the planning stage to design.

Plans include reducing car travel lanes, adding bike lanes, adding lighting, moving bus stops, closing one cross street completely, adding a traffic light and pedestrian warning signals and curb and median improvements.

Dallas City Hall prioritized Maple Avenue for study and improvement through the city's Vision Zero Program, the goal of which is "to eliminate traffic-related deaths and reduce severe injury crashes by 50 percent by 2030."



One obvious change to implement is to reduce speeds. Next, planners prioritize pedestrians and bicyclists. Then they focus on equity.

According to Vision Zero planners, “traffic violence disproportionately impacts” the Black community. So to decrease death and injury in that community, people from that community must be included in the solution.

Vision Zero uses a collaborative approach using “engineering, enforcement, education and evaluation,” planners said. To be successful, the new traffic plan requires support of residents, elected officials and community leaders.

The timeline for the Maple Avenue project runs through 2028. For the next six months, city traffic planners will be analyzing public comments, revising the conceptual design and finalizing the scope of the project. In 2025, the city will design the project for construction in 2026-28.

One portion of the design requires city council approval. Maple Avenue from Oak Lawn to Mockingbird as currently envisioned will become one lane in each direction with a center turning lane and two bike lanes along the curbs.

The bike lanes get tricky at Oak Lawn Avenue as shown on plans displayed on the City of Dallas Department of Transportation website. At Old Parkland, traffic turning from Maple Avenue onto Oak Lawn Avenue headed toward I-35 will cross over the bike lane to a turning lane along the curb. The bike lane will remain aligned with the signal lane of traffic to cross Oak Lawn.

One new traffic signal would be added along the route between Medical Center Drive and Hudnall Avenue, at an entrance to Parkland Hospital labeled on the traffic department’s map as Parkland Boulevard on the traffic department’s map.

An “advanced warning beacon” for pedestrians — similar to the ones drivers often ignore on The Cedar Springs Strip — is proposed near Maple Springs Road.

Throughout the area, signal timing would be improved to facilitate the flow of traffic. The need for improving timing at Hudnall and Butler is specifically noted in the plans. But to do that, the

city proposes closing Denton Drive Cutoff from Maple to Denton Drive. Presumably, buses would still be able to pull into Inwood Station.

And as for the buses, several stops would be relocated, especially around Wycliff Avenue. But it's not clear whether buses will hold up traffic as they let passengers off in the bike lanes or if they'll pull into the bike lanes to block bike traffic to let passengers on from the sidewalk.

Expect more news on this project through the heart of Oak Lawn as plans are finalized and construction begins.

HOW BIG INVESTMENTS FORT WORTH STOCKYARDS, PANTHER ISLAND CAN BE NAVIGATED AMID GENTRIFICATION FEARS

Expert panel offers advice for limiting displacement in Historic Northside

By Seth Bodine
September 24, 2024



The abandoned Fort Worth Power and Light Company power plant on Panther Island, which is expected to see extensive redevelopment in the coming years. Jake Dean

As development plans progress for both the Fort Worth Stockyards and Panther Island, some worry that the big-budget projects could price out residents living in the neighborhood in between — the Historic Northside.

That's why the Fort Worth Hispanic Chamber of Commerce partnered with the Urban Land Institute to study ways the city could help limit gentrification in the predominantly Hispanic neighborhood.

The panel, made up of eight volunteers, toured the neighborhood, studied maps and policies and conducted interviews with residents over the course of a week. Members of the panel included Henry Cisneros, former mayor of San Antonio and former secretary of the U.S. Department of Housing and Urban Development, and Omar Gonzalez, director of development for Oxbow Development Group, the firm responsible for San Antonio's Pearl District.

The Northside is the space between the two ends of a barbell of future development. Panther Island, the \$1 billion flood control project, has recently [seen an influx of funding and a 234-page report](#) full of recommendations for development, paving the way for its future transformation. On the other end is the Fort Worth Stockyards, [where developers plan spend to hundreds of millions of dollars](#) and add 300,000 square feet.

The Urban Land Institute panel found that properties they studied in the area had an average appraised value of \$225,000, based on data from the Tarrant Appraisal District. The area has seen drastic increase in values in the past five years, at more than 90% on average, said panel member Ashley Terry, vice president of development for Oklahoma City's Wheeler District.

"These trends are really putting pressure on these neighborhoods and on legacy residents in these neighborhoods, and increasing the potential risk for displacement," Terry said.

Anette Landeros, president and CEO of the Fort Worth Hispanic Chamber of Commerce, said it's important to start the conversation early about change coming to the neighborhood and ways to prevent displacement. Her organization has been leading the [Main Street America program for the Historic Northside](#). Main Street is a \$650,000 pilot program funded by the Fort Worth Local Development Corp. that aims to revitalize the underserved areas of city. She said her organization has heard from residents who are concerned about gentrification. She said that even with all of this study, she still worries about the impact of development.

"We can't make any promises ... that anything that we're doing or attempting to do will have the outcome that we desire," she said. "But I will tell you that I feel a lot better that we are now doing something."

Among the recommendations the panel made to avoid displacement are:

- Establishing a zoning overlay that aims to conserve the "character, culture and historical integrity" of the Northside while simultaneously promoting housing and expanded services.
- Removing industrial uses adjacent to commercial corridors.
- Allowing properties to be eligible for five-year tax abatements from the city when 30% or more of the assessed value has been spent on improvements by the property owner.
- Waiving city fees.

The panel also suggested programs for homeowners, such as funding to help cover property tax bills, expanding Fort Worth's priority repair program, foreclosure prevention programs and expanding a legal aid group to help sort out title and tax issues in the community through a partnership with an entity such as Texas A&M's law school in Fort Worth.

Outside of policies, the panel also suggested organizing groups such as a Northside Arts and Culture Alliance to support local arts. Also suggested was forming a Community Action Committee made up of 13-15 multilingual people to act as advocates to contribute to the city's comprehensive plan and kick off an action plan to address reinvestment and anti-displacement services.

The Urban Land Institute will release the full report of findings online.

Fort Worth City Council Member Carlos Flores, who represents the Historic Northside, said not all change is bad for the community when it's done in collaboration between various stakeholders.

"I am not going to let development tear up the good fabric of the area," he said during the panel's Sept. 20 presentation. "These are not mutually exclusive concepts. The area needs opportunity in order to grow and in order to remain an area to be proud of and livable."

Fort Worth Mayor Mattie Parker said adopting some of the decisions could potentially require council's vote. Other recommendations could be adopted into the [city's 2050 comprehensive plan](#). The Tarrant Regional Water District and private sector partners will also play an "integral part" of development on Panther Island, she noted.

According to the ULI presentation, the Northside attracts 300,000 annual visitors a year. Some of the top visited places include Joe T. Garcia's and Esperanza's Mexican restaurants. The area has 87 retail buildings, about 355,000 square feet with a vacancy rate of 3.7%. The Main Street corridor area has not seen any new commercial construction since 2014.

PLUG IN AMERICA

NATIONAL DRIVE ELECTRIC WEEK KICKS OFF SEPT. 27, FEATURES 190+ EVENTS ACROSS THE U.S.

The fourteenth annual campaign connects people who want to learn more about electric vehicles to EV drivers, fleet managers and other experts who will provide information about incentives, charging, cost-saving benefits and answers to frequently asked questions. Plus, many events offer test drives so people can experience EVs firsthand.

PRESS RELEASE



LOS ANGELES – [National Drive Electric Week](#) (NDEW), an annual campaign to increase education and awareness about electric vehicles (EVs), starts this Friday, Sept. 27, before wrapping up Sunday, Oct. 6. This year, organizers are hosting events in 45 states and two Canadian provinces. The events feature EV test drives, showcases, informative workshops and other fun activities that highlight the benefits people can enjoy when they switch to an electric vehicle.

“I love the diversity of events. EV drivers, cities, nonprofit organizations, and utilities organize events that range from coffee get-togethers to big festivals,” said Joel Levin, executive director of [Plug In America](#), an EV advocacy nonprofit that is an organizing partner of NDEW. “Plus, the enthusiasm of EV drivers is unmatched. Anyone who attends an NDEW event will learn why electric vehicles are so beloved.”

EV growth is on an upward trajectory. More than 1.4 million plug-in electric vehicles were sold in 2023 in the U.S. – an increase of more than 50% from 2022. Across the world, EVs are making waves, too. An EV was the best-selling car on the planet in 2023, and EV sales are expected to reach 17 million globally by the end of 2024.

Plug In America, Electric Vehicle Association, EVHybridNoire, Sierra Club and Drive Electric USA present this year’s National Drive Electric Week. The groups recruit organizers to host

local events that are listed on DriveElectricWeek.org. Then, people can easily find the nearest event to them and sign up to volunteer or attend.

NDEW events pepper the map of the United States, blanketing the East Coast from Florida to Maine, covering the Midwest, dipping into the southern states, stretching across the Southwest and up the Pacific Coast into the Northwest. Not to be left out, Hawaii and Alaska have multiple events scheduled, too. National Drive Electric Week is a strong showing of the dedication EV drivers and advocates have for educating the public about how everyone can benefit from EVs.

Here are some locations with fantastic events to pay attention to:

- [Schenectady, N.Y.](#) – Four organizations are teaming up to host New York Capital District's Drive Electric Week and Sustainability Fair on Oct. 6 at Schenectady City Hall. Fairgoers can secure a free ride and drive in the Nissan ARIYA and other models, talk to EV drivers, and check out public charging stations while enjoying live music and grub from food trucks.
- [Port Hueneme, Calif.](#) – The EV showcase and educational booth is part of the larger Port of Hueneme Banana Festival on Sept. 28. Besides EV drivers, the festival includes port tours, a kids zone, live bands and banana-themed tasty eats.
- [Phoenix, Ariz.](#) – Presented by EV owners, this is a family-friendly opportunity to learn about everything an electric vehicle has to offer from experienced drivers without any sales pressure. People who take a vehicle for a free test drive will be entered into a prize drawing. Vehicles will also be on display.
- [Fort Worth, Texas](#) –The North Central Texas Council of Governments brings back its NDEW event on Oct. 6. Last year, EV owners showed off how EVs can power televisions and other devices, and attendees this year can expect to be similarly wowed. Besides enjoying games and talking to a variety of organizations, attendees can take a test drive in different models. Wells Fargo will also be on-site to award an EV to former U.S. Army Sergeant Christopher Joe Henry in partnership with a local dealership.
- [Poolesville, Md.](#) – Poolesville Green hosted its annual Drive Electric Poolesville Day Event on Sept. 21, 2024. The shindig kicked off with a Poolesville Day Town parade featuring EVs, followed by the NDEW event that included drawings and educational talks throughout the day. Wells Fargo and Nissan of Bowie awarded an EV to retired U.S. Army Staff Sergeant Cody William Chism.

National sponsors supporting National Drive Electric Week include platinum sponsors [Nissan](#) and [Wells Fargo](#), gold sponsor [Kelley Blue Book](#), silver sponsor [Electric Vehicle Adoption Leadership \(EVAL\) program](#), bronze sponsor [Edison International](#) and green sponsor [Nokian Tyres](#).

To learn more about National Drive Electric Week or RSVP for an event, visit <https://driveelectricweek.org/>

About Plug In America

Plug In America is the nation's leading nonprofit organization dedicated to accelerating the use of plug-in electric vehicles in the United States through education, advocacy and research. Formed in 2008, Plug In America provides practical, objective information to consumers and

dealerships about EVs through various programs, including National Drive Electric Week, Drive Electric Earth Month, PlugStar.com, and other public outreach events. With Plug In America's coalition of plug-in vehicle drivers, policy experts and technical advisors, their expertise represents the world's deepest pool of experience in driving and living with plug-in vehicles. Learn more at PlugInAmerica.org.

NBC DFW

EXTREME SPEEDERS GOING 'TO THE POKEY,' NORTH TEXAS POLICE WARN

Four months into a speed crackdown in Allen, more than one-third of the 967 drivers ticketed were driving faster than 90 mph, data shows

By Scott Friedman, Eva Parks, Edward Ayala & Frank Heinz
September 25, 2024

Earlier this year, **NBC 5 Investigates** began looking into excessive speeding along Central Expressway and clocked some drivers going faster than 130 mph. Now, a little further up the road in Collin County, the Allen Police Department is working to take the highway back from extreme speeders, where driving 90 mph seems the new norm.

NBC 5 Investigates got into the car with Allen police officer Andrew Rembert to ride with him along U.S. Highway 75/Central Expressway and Texas 121/Sam Rayburn Tollway.

It didn't take long before Rembert clocked drivers going at least 20 mph over the 70 mph posted speed limit.

Rembert said that's only the beginning and that seeing drivers going 100 mph is not uncommon.

Allen Chief of Police Steve Dye launched a major crackdown in May, assigning officers to work overtime on the highways.

"It's out of hand, and we need to do something about it," Dye said.

New data obtained by **NBC 5 Investigates** shows that in just the first four months of Dye's program, Allen police ticketed 967 drivers, more than one-third of whom were clocked at or above 90 mph.

The data showed that 27 drivers were going faster than 100 mph.

"When you're 30-plus mph over the speed limit, you're a danger to everyone," Dye said.

Earlier this year, **NBC 5 Investigates** highlighted extreme speeds on another stretch of Central Expressway closer to Downtown Dallas, where some drivers were going well over 120 mph. However, the problem of excessive speeds is not unique to Dallas.

Police across the Metroplex report dangerous speeds are a growing threat.

Police in Arlington shared photos with **NBC 5 Investigates** showing the race track-level speeds they've recorded. One driver was even going 141 mph.

Police in cities including Allen and Arlington and the Collin County Sheriff's Department are now warning drivers that they will face more than a traffic ticket if they are clocked at triple-digit speeds.

"These folks are going to go to the pokey," said Collin County Sheriff Jim Skinner at a news conference in May announcing his department's participation in the speed crackdown.

In Allen, Dye also warned drivers who treat the highway like a speedway.

"We're sending the message that we're not going to tolerate that dangerous behavior because the rest of us don't deserve it," Dye said.

The months after Allen police launched extra speed patrols, they reported a 10% drop in injury crashes across the city. Fewer crashes mean safer roads and time and money saved for the city's fire department, which responds to many crashes, often made worse by speed.

"If we can reduce these high speed, high impact crashes, that's beneficial to everyone," said Jonathan Boyd, Allen Fire Chief.

Allen police said the cost of the overtime pay needed to run extra speed patrols is covered by the fines drivers pay, which allows the department to assign more officers to work the highways without reducing the number of officers available to answer calls on city streets.

Across the Metroplex, transportation officials are now promising to pour millions of additional dollars into police departments to help them target speeders.

"It's gotten out of hand," said Michael Morris, transportation director for the North Central Texas Council of Governments.

Morris said his agency is ready to help fund more patrols with unmarked cars to help tackle speeds that have soared since the COVID-19 pandemic.

"Our plan is to advertise it in advance. Tell everyone in the world what it is we're going to do, and then bring as much freaking enforcement as we possibly can. So people say these people are serious," said Morris.

Back on the highway in Allen, Rembert stopped another driver doing more than 90 mph. Police hope each stop will help reduce the lives lost on Texas roads.

"So if we can do work to prevent that, that's what we all strive for," Rembert said.

After **NBC 5 Investigates** reported on extreme speeds on U.S. 75 in Dallas, City Councilman Paul Ridley called on the Texas Department of Transportation to reevaluate the speed limit on Central Expressway. This month, TxDOT and the Dallas City Council [announced they would lower the speed limit from 70 mph to 65 mph](#) between Mockingbird Lane and Downtown Dallas.

The lower limit is a first step toward taking the edge off the high speeds driven along that road.

Safety experts admit that a lower speed limit may not be enough of a deterrent for drivers already willing to drive more than 100 mph. They caution road design changes are often more effective at reducing speeds. Still, a lower speed limit will allow police to impose stiffer penalties and arrest extreme speeders at a lower threshold.

TRAFFIC IS WORSE NOW THAN BEFORE THE PANDEMIC: HERE'S WHERE PEOPLE DRIVE THE MOST

September 25, 2024

Traffic congestion and the amount of daily driving in America is worse now than it was before the pandemic, according to a report from Streetlight Data.

The [report](#), which analyzes traffic congestion and VMT (vehicle miles traveled) in major U.S. metros, found that as of spring 2024, the number of miles Americans are driving has jumped – and the increase in VMT in spring 2024 compared to spring 2023 marks the steepest year-over-year increase since the initial pandemic bounce back in 2021.

"While there was some hope that a new remote work culture might keep miles driven down and congestion at bay, StreetLight's results indicate that the status quo isn't working," the report says. "A reliance on remote work is not a panacea to the rise in VMT and the default solution for traffic—adding roadway capacity—isn't solving congestion.

"Without significant changes, the upward trend in VMT shows no signs of peaking."

READ MORE: [Lyft to downsize, restructure bike and scooter program](#)

New York City saw the biggest increase in miles traveled and congestion over the past five years, while Minneapolis had the biggest decrease in congestion and a 16% decrease in miles traveled.

According to the report, 88 of the top 100 metros in the U.S. showed an increase in VMT from spring 2019-spring 2024. Only four metros saw double-digit decreases.

Congestion is also up in nearly every metro, with only six of the top 100 metros keeping congestion at or below levels seen in 2019, the report found.

INFOGRAPHIC: [US cities where people drive the most](#)

The 10 metros where people tend to drive the most are concentrated in the Southeast, Streetlight found.

"These are places with sprawling geographies and often limited public transit availability," the report states.

The Northeast, Northwest and California ranked as the regions where people drive the least – people in the Southeast drive nearly twice as far as people in those regions.

RELATED: [These aging bridges will be updated, replaced with the help of \\$5 billion in federal funding](#)

California had five cities with VMT below 2019 levels. The only other large city to accomplish that is Washington, D.C.

New York, Washington, and California are home to nine of the top 10 metros with the lowest daily VMT per capita.

INFOGRAPHIC: [US cities with the most traffic congestion](#)

Not surprisingly, Los Angeles ranked worst for overall congestion, despite a decrease in VMT being down.

"While VMT reduction has not yet translated to a reduction in congestion, LA has managed to keep traffic from worsening, unlike most of its peers," the report says.

READ MORE: [Pedestrian deaths declining since COVID-19 pandemic, report finds](#)

New York City, meanwhile, saw its congestion worsen faster in the past five years than the next 47 most populous cities.

San Francisco was ranked as the top metro for congestion reduction while also reducing daily VMT per capita by 13%.

NEWSWEEK

AMTRAK REVEALS VISION FOR TEXAS HIGH-SPEED RAIL

By Flynn Nicholls
September 26, 2024

Amtrak has further outlined its plan to bring high-speed rail to Texas, with a route connecting Dallas and Houston.

The proposal, discussed this week at the Move America conference in Austin for transport companies, seeks to provide a fast, efficient alternative to congested highways.

During a keynote address, Amtrak's vice president of high-speed rail, Andy Byford, discussed the potential of the proposed rail link.

"We believe Dallas to Houston represents a compelling corridor. It's the most obvious one in the country in terms of the distance, in terms of the population, in terms of the projected ridership," Byford said.

The rail line, if completed, would utilize 200 mph Japanese [bullet train technology](#) to reduce travel times between the cities to under 90 minutes. It takes three and a half hours by car.

Though the Dallas-Houston rail line has garnered excitement, Byford made it clear that the project was still in its planning phase, with environmental and design work needed before approval could be secured.



He also noted that Texas Department of Transportation (TxDOT) is a key partner in the endeavor.

"The next six months are going to be very busy," Byford said, referencing upcoming studies on ridership, revenue projections, and final design elements.

The Dallas-Houston rail link could reduce congestion on Interstate 45, Amtrak said, predicting a reduction of 12,000 to 15,000 cars a day.

Byford also mentioned the environmental benefits, noting the project could cut carbon emissions, aligning with global efforts to reduce greenhouse gases.

Newsweek contacted Amtrak via email for comment.

While the project has garnered widespread support from urban planners, environmentalists, and local officials, rural opposition remains a significant hurdle.

Earlier in September, at a meeting of the Regional Transportation Council, an independent policy body of the North Central Texas Council of Governments, officials discussed a proposal to use eminent domain powers to [take land from private property owners](#) as part of the project.

Texans Against High-Speed Rail, a group of landowners and local officials, has voiced concerns about this and about taxpayer funding.

Kirbie Ferrell, a policy analyst for the Eno Center for Transportation and a native Texan, [previously told Newsweek](#) that a lot of Texans had concerns that their land and property would be infringed upon.

"Texas has this philosophy of private property, protecting your property, property that's been in families for generations," she said. "I would say that's the root of it. Texans protect their property."

Despite the pushback, Amtrak's has plans to extend the project beyond the Dallas-Houston corridor.

Byford said that, with political support, it seeks to improve rail services throughout the Texas Triangle, which includes San Antonio, Austin, Dallas, Fort Worth, and Houston.

Richard Andreski, president of Trinity Metro, a Tarrant County-based transit agency, echoed this sentiment, and told the conference there was strong public support for rail investment.

"We're seeing people using the train for every trip—entertainment, connecting to leisure travel, business travel, not just traditional commutes," Andreski said. "The opportunity for us is to continue to lean into that trend."

TRINITY METRO TEXRAIL CELEBRATES 3 MILLION RIDES

By Shevoyd Hamilton
September 25, 2024



Trinity Metro TEXRail is celebrating another milestone as the commuter rail line marks 3 million rides. The agency commemorated the occasion with a celebratory event Monday morning at Fort Worth Central Station.

The official 3 millionth rider, Lisa, was greeted on the platform at Fort Worth Central Station as she disembarked the train. President and CEO Richard Andreski congratulated her and asked out her riding experience. She touted Trinity Metro TEXRail's convenience and said she's glad the train is an option for her.

"I've ridden for over two years now, Lisa said. "Everybody should try it!"

Andreski added, "We're rocking it! Three million riders and we're going strong."

"Trinity Metro TEXRail ridership has been phenomenal," said Reed Lanham, vice president of rail. "We're seeing continued growth with a 20% increase in ridership over this time last year."

The commuter rail line has a solid base of commuters, airport travelers and day-trippers, and ridership is always high during festivals and special events. For example, during the four days of GrapeFest, the total ridership was 12,573, a 5.8% increase over the festival dates in 2023. Saturday alone had almost 4,000 rides.

DALLAS MORNING NEWS

AS TEXAS FLIRTS WITH HIGH-SPEED RAIL, CAN JAPAN'S BULLET TRAIN SHOW THE WAY?

A trade delegation led by Gov. Greg Abbott hopped aboard for a fast trip to Tokyo, feeding the appetite for rail for some Texans.

By Gromer Jeffers, Jr.
September 30, 2024



The new Series 700 bullet train passes before Mount Fuji on Feb. 10 in Japan.(STR / AFP)

NAGOYA, Japan – Right on schedule, the sleek white train with a blue streak and a bullet-shaped head pierced the late-morning mist and majestically cruised into the station.

Gov. Greg Abbott and a delegation of Texas economic development leaders boarded car 11, and those in the know hurried to grab seats along the left side for an unobstructed view of Mount Fuji midway through the 90-minute trip to Tokyo.

Related: [Gov. Greg Abbott leads delegation on 3-nation East Asia tour to promote Texas business](#)

The Texans got a first-hand look at the Shinkansen, as the Japanese bullet trains are known, as part of a July economic-development trip to East Asia.

White leather seats, crafted by Toyota, sat two to a row and were wider than what's available on American trains and planes. Extra room let passengers recline without bothering the person

behind them. Large windows displayed the view and overhead bins were larger than those on planes. The train was immaculate.

The 212-mile nonstop ride took 90 minutes at a top speed of 185 mph, and the ride was ultra-smooth. Some passengers took naps, others scrolled phones or read. Food was not served in Abbott's car, though it's available on most bullet train trips. The ride was quiet, with the only noise being passenger chatter and the hum of the wind as the speed increased.

The train ride was not part of the business group's fact-finding mission. It offered a convenient travel option – one Abbott has taken on several trips to Japan.

Related: [Gov. Greg Abbott begins East Asia trip by opening Texas-Taiwan office in Taipei](#)

Even so, it was a point of interest for several Texans interested in seeing how the technology – in use for 60 years in Japan – affects travel and economic development.

Texas has been toying with the bullet train concept for decades, but efforts have been derailed by high costs, tepid support from elected leaders and organized opposition from landowners along proposed routes. Business leaders haven't given up on dreaming about high-speed rail's potential for Texas, the destination for immigrants and businesses from across the world, including East Asia.



The Shinkansen N700 Supreme train is the planned vehicle for Texas Central Partners' high-speed rail line from Dallas to Houston. (Courtesy / Texas Central Partners)

"The high-speed rail, the Shinkansen, just unlocks so much potential to connect different cities here in Japan because of the ease of moving around," said [Jenna Saucedo-Herrera](#), an

economic-development professional from San Antonio who joined the Texas delegation in Japan. “It’s an opportunity that we have in the state of Texas to more freely move goods and people around our great state.”

“Just think about Central Texas, San Antonio and Austin,” said Saucedo-Herrera, president and CEO of “greater: SATX,” an economic partnership in the San Antonio area. “If we could find a way to make that 60-minute drive time more convenient, you just unlock so much economic potential. You can connect all the way up through Dallas and Oklahoma and down south into Monterrey, Mexico.”



A view of Mount Fuji from the high-speed bullet train from Nagoya, Japan to Tokyo.(Gromer Jeffers Jr. / The Dallas Morning News)

Supporters say the bullet train perfected in Japan would be a cool concept for Texas, an enormous state with several urban centers that could be linked via high-speed rail to make travel more convenient – and fun.

But what works in Japan has been elusive in most of America – including Texas, where the governor has voiced concerns about the feasibility of high-speed rail in his state.

Related: [‘Texas is the place to be’ for business, Gov. Abbott stresses in wrap-up of East Asia tour](#)

One of the most ballyhooed proposals, a high-speed train route linking Dallas to Houston, is nowhere near reality despite decades of discussion. Groundbreaking for the project was originally supposed to occur in 2021, but opposition from landowners, resignations inside the company developing the project and other issues have stalled the effort.

Other high-speed rail projects, including a route connecting Dallas and Fort Worth, are also in the works.

Texas Central Partners is developing the Dallas to Houston project in partnership with Japan Central Railways, which owns and operates the Shinkansen bullet train. And now Amtrak is on board with Texas Central to put the Dallas-Houston project in motion.

Related: [On his trip to Asia, Abbott will visit a region already influencing North Texas life](#)

During an interview in Tokyo after his bullet train ride, Abbott told *The Dallas Morning News* that there could be more high-speed rail slowdowns in Texas.

He said he wouldn't support a project that required state funding. That shouldn't be a problem, since the proposal is now a federal project.

Abbott also opposes using eminent domain, which allows governments to obtain private land for public use, along a rail route.

"This is an issue, a project, between the federal government and private investors," Abbott said in Tokyo. "All I've said from day one about this project is that what's important to me is that they addressed the concerns of all the property owners, and that no Texas taxpayer will ever pay a penny for it."

Though Abbott has a bully pulpit as governor, Texas high-speed rail project proposals are under federal authority, since Amtrak is a quasi-public corporation that receives state and federal subsidies, with the U.S. transportation secretary sitting on its board of directors.

The Dallas-Houston project has been stalled since 2016, but earlier this month it scored a [\\$63.9 million grant](#) from the U.S. Department of Transportation's Federal Railroad Administration. That's a drop in the bucket. It will take billions of dollars to get the project in motion.

U.S. Rep. Jake Ellzey, who represents areas in East Texas that developers want for the Dallas-Houston project, said he supports the ranchers and farmers who don't want to sell their land or be subject to eminent domain.

"Sixty-four million dollars of taxpayer money should not be wasted on a high-speed rail project that not only has a negative impact on rural Texas but on all of the United States," Ellzey told *The News*. "In a time of a global food shortage, we cannot allow our farmland to be destroyed and taxpayer dollars squandered for an unsustainable and unnecessary project like this."

Ellzey said he would oppose federal attempts at eminent domain.

"Land cannot be taken, family farms destroyed, and thousands of lives disrupted for a private company's boondoggle," he said. "I will never give in when it comes to opposing private interests using eminent domain and taxpayer dollars."

Andy Byford, vice president in charge of high-speed rail for Amtrak, said in April he understood the concerns of property owners.

"I don't believe you can please everyone," he told KXAS (NBC 5). "I don't think the interstates would have been built if you tried to please absolutely everyone. I think sometimes what you're aiming to do is at least hear people out, hear their point of view."

If Texas does not want high-speed rail, Byford said, other parts of the country do.

'There's going to be no going back'

Earlier this year in a [joint interview with *The Dallas Morning News* and KXAS \(NBC 5\)](#), Transportation Secretary Pete Buttigieg said he was excited about the prospects of a Dallas-Houston high-speed rail system.

"There is enormous potential in this vision," Buttigieg said. "Just the way that the population is laid out in this part of Texas, where you have two major population centers that are a long drive or a very short flight away from each other, that's an excellent candidate for high-speed rail."

There are multibillion-dollar high-speed rail projects underway in California, including a project that in its first phase will [connect San Francisco to Los Angeles](#). Officials hope it will be ready for the 2028 Olympics. Construction has begun on a Las Vegas to Los Angeles high-speed rail [project](#) with a goal of being finished by 2028.

Buttigieg said the Texas effort needs a "more specific design and vision, but everything I've seen makes me very excited about this."

"The first time anybody somewhere in America sees true high-speed rail, there's going to be no going back, and people are going to want it all around the country," he said. "And I'll tell you, looking all around the country, one of the most interesting and promising projects to come next is that Texas Central vision."

Buttigieg added that any high-speed rail project had to "do right by the landowners who could be impacted."

"It's up to the project sponsor to do that," he said.

Saucedo-Herrera hopes it works out.

"We love our land in the state of Texas, but I do believe that we need to think big," she said. "Our state is so large that it makes sense."

"It's fast, comfortable and convenient," she said. "It's what we need."

Dallas could be a Texas hub

The proposed train would shuttle passengers between Dallas and Houston in about 90 minutes, compared with the 3½-hour car trip along Interstate 45.

A seven-story elevated station near Cadiz and Austin streets in Dallas' Cedars neighborhood has [already received federal clearance](#). Regional planners at the North Central Texas Council of Governments hope to continue the rail line west to Fort Worth with a stop in Arlington.

The corridor between Fort Worth and Dallas began the environmental review phase in March despite skepticism about the project from Dallas City Council members. Some fear an at-grade or elevated train route could jeopardize the new [Kay Bailey Hutchison Convention Center](#), though planners are doubtful there is a realistic path forward for an underground route.

Hunt Realty Investments, one of Dallas' biggest property owners, says the elevated rail route would compromise their planned [\\$5 billion development project](#). The route would slice through the southwest corner of downtown Dallas where Hunt Realty Investments owns property that includes the old Reunion arena, the [Hyatt Regency Hotel and Reunion Tower](#).

As Texas considers high-speed rail, Japan's bullet train impressed the Texas elected and business leaders who visited the country in July – including the governor.

After arriving in Tokyo, Abbott told local reporters he enjoyed the ride.

“This is my third visit to Japan and we've taken the train every time we've been here,” Abbott said. “It's very convenient, very fast and very efficient and very effective at getting from one place in Japan to another.”

DART ENTERS INTO LEASE AGREEMENT FOR KNOLL TRAIL CROSSING

This agreement will help DART to expand and refine its transit services for the Silver Line.

September 25, 2024

Dallas Area Rapid Transit (DART) has signed a 10-year office lease at Knoll Trail Crossing as a part of an ongoing rollout of the Silver Line Regional Rail project. The office building is adjacent to Knoll Trail Station, one of two Dallas stops along the DART Silver Line route and less than a mile from the Addison Transit Center. The [Silver Line is a 26-mile regional rail service](#) that traverses seven cities and three counties throughout the Dallas-Fort Worth area with a final stop at Terminal B within Dallas/Fort Worth International (DFW) Airport.

DART's lease includes access to the roof of an on-site parking garage that sits next to Knoll Trail Station, which will feature short-term parking for passengers to be dropped off or picked up after riding the Silver Line and emergency vehicles. Pedestrian access to the station will be available just off Knoll Trail Drive and via the Cotton Belt Regional Trail, which has portions being constructed with part of the Silver Line. Addison Station, which sits less than a mile away, will feature over 300 spaces for those in need of long-term parking.

"This lease is a significant component to providing best-in-class rail service to DART customers utilizing the Silver Line Knoll Trail Station," said Caitlin Holland, vice president of real estate and economic development, DART. "As DART continues to expand and refine its transit services, we want to ensure that we're available to monitor that progress and immediately address issues as they arise. This lease will enable us to perform maintenance needs, respond to criminal activity and address customer concerns in the northern segment of DART's service area more quickly and effectively."

Located in the Quorum/Bent Tree submarket just off the Dallas North Tollway, Knoll Trail Crossing is a 96,509-square-foot office building situated near a White Rock Creek tributary and features a large greenspace, on-site management, local institutional ownership and covered parking. The building underwent an extensive renovation process in 2022 and now includes move-in ready spec suites, a modernized lobby, tenant lounge and updated conference center.

DART recently began occupying its 4,146-square-foot space at Knoll Trail Crossing with Silver Line project personnel, but Holland says use of the facility space is anticipated to shift once Silver Line begins revenue service in late 2025 to early 2026. JLL represented the landlord, Prescott Group, in the transaction.

Residents and commuters in the area can expect to [see Silver Line trains on the tracks soon](#), with DART starting simulated testing between DFW Airport and Knoll Trail Station in October or early November. Testing will include trains operating their simulated routes with stops at the Knoll Trail, Addison, Carrollton, Cypress Waters, DFW North and Terminal B stations with no passenger pick-up or drop-off points. All stations are still active construction sites, so onlookers are not allowed on platforms or nearby walkways.

Quiet zones, which allow trains to use their horns only when there is a potential hazard on or near the tracks, will not be in effect during testing.

GOZONE STICKS AROUND FOR ANOTHER YEAR, DCTA APPROVES \$11.3 MILLION SERVICES CONTRACT

By Juan Betancourt, Denton Record-Chronicle
September 27, 2024

The Denton County Transportation Authority approved an additional year of service with GoZone, a ride share program from company Via, during Thursday morning's Board of Directors meeting.

The contract cost will increase from last year's \$10.4 million to \$11.3 million.

DCTA CEO Paul Cristina said in an email before Thursday's meeting that there were several factors that caused the increase, including the organization's Intermediate Service Plan and higher hourly pay.

The Intermediate Service Plan went into effect earlier this year and saw a major shift for public transportation in Denton and the surrounding cities, including [GoZone vehicles being relocated](#) from the city of Denton to service Lewisville and Highland Village, along with [adding more bus stops and bus routes in Denton](#).

DCTA has to pay \$42.95 for each GoZone vehicle hour, up from \$42.11 last year, according to the agenda memo. The operational costs will amount to about \$10.7 million, which is up from last year's \$9.8 million.

The customer service portion of the contract is split into two six-month periods. Each period will amount to \$293,550 for a total cost of \$587,100, according to the agenda memo.

The customer service portion of last year's contract was also split into two six-month periods. According to the agenda memo, each period cost \$283,500, for a total cost of \$567,000.

"Overall, we anticipate these changes will enhance customer experience across the network and enable DCTA to move more customers in a more cost-effective manner," Cristina wrote.

DCTA has partnered with Via since 2021 and was entering the final term of the two one-year extensions for contract agreements, which was set to expire Sept. 30.

Staffers recommended an extension through Sept. 30, 2025, according to an agenda memo.

The contract will be re-solicited for a new award, offering the opportunity to consider other interested firms in next year's budget cycle for service in 2026.



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

September 13, 2024

The Honorable Gyna Bivens
Mayor Pro Tem
City of Fort Worth

The Honorable Kenneth Barr
Former Mayor
City of Fort Worth

The Honorable Stephen Mason
Mayor
City of Cedar Hill

Mr. Rob Matwick
Executive Vice President, Business
Operations Texas Rangers Baseball Club

The Honorable Deirdre Delisi
Former Chair
Texas Transportation Commission

Mr. Mike Berry
President
Hillwood Urban

Dear Mayor Pro Tem Bivens, Mayor Mason, Ms. Delisi, Mayor Barr, Mr. Matwick, and Mr. Berry:

Thank you for helping us celebrate the 50th anniversary of the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth area. I am grateful for your contribution to our successful event. We received many positive comments about the perspectives provided by our panel. The program flowed naturally, and each of your presentations helped paint a picture of a region that works together to develop collaborative, innovative solutions to transportation challenges.

I would like to extend special appreciation to Fox 4 for contributing a video reminder of the tremendous success the RTC has achieved over the past 50 years with its regional approach to transportation planning.

Thank you again for your dedicated service to Dallas-Fort Worth and for sharing your valuable insights with us during our celebration of 50 years as the Metropolitan Planning Organization. We look forward to opportunities to work with you in the future.

Sincerely,

Michael Morris, P.E.
Director of Transportation

BW:kw

cc: Judge Clay Jenkins, Chair, Regional Transportation Council, Dallas County
The Honorable Yvonne Davis, Member, Texas House of Representatives
Clarice Tinsley-Giles, News Anchor, KDFW-TV Fox 4



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

September 13, 2024

Ms. Clarice Tinsley-Giles
News Anchor
KDFW-TV Fox 4

Dear Ms. Tinsley-Giles:

Thank you for helping us celebrate the 50th anniversary of the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The video you and your team put together brought back memories of some of the most significant transportation projects developed in our region. It was a reminder of the tremendous things people can accomplish when they work together.

The Regional Transportation Council is just part of the region's success story. It could not have had the impact on the transportation system without the valuable contributions of our partners across all levels of government, the private sector and the media. Your video helped us tell that story and was an important contribution to our successful 50th anniversary luncheon. I am deeply grateful to you and your team at Fox 4 for the time and talent invested to create this video.

Thank you for what you do to make our region a special place. I look forward to opportunities to work with you in the future.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.

Director of Transportation

BW:kw

cc: Judge Clay Lewis Jenkins, Chair, Regional Transportation Council, Dallas County
The Honorable Yvonne Davis, Member, Texas House of Representatives



Office of the Mayor

September 9, 2024

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

RE: RTC Assistance on Transportation Projects

Mr. Morris,

We would like to thank the Regional Transportation Council for their continued support in helping to solve the City of McKinney's transportation concerns. As we have previously discussed, the existing US 380 corridor has significant mobility challenges. Traffic volumes for this corridor are well over 50,000 vpd, with some sections approaching 65,000 vpd. McKinney's northwest sector, north of US 380 and west of US 75, continues to experience incredible growth, with over 50,000 residential units in the planning stages or under construction. Because of this continued growth and the limited east-west alternatives in this part of McKinney, we expect the traffic conditions on US 380 will continue to deteriorate. The 380 Bypass will help alleviate our challenges in the future, but the need is now. We understand that currently, the US 380 Bypass frontage roads may not begin construction until 2029. To proactively address our current transportation challenges, we are actively seeking private sector funding and partnerships to develop additional infrastructure that will facilitate both east-west and north-south mobility.

1) Laud Howell Parkway (East-West)

The construction of Laud Howell Parkway from FM 1461 to US 75 will extend FM 1461, from where it turns south to connect with US 380, approximately four miles to the east to connect with US 75. See the attached location map. Laud Howell Parkway is planned to be a six-lane roadway. TxDOT is currently designing the existing FM 1461 to widen the road from two to four lanes (ultimate six). They have also acquired a significant amount of the needed ROW for their project, which is not funded for construction. The City of McKinney is preparing for the eventuality of this road widening project. We are partnering with the private sector to construct the first two lanes for the entire length of the Laud Howell Parkway as well as the ultimate six lane bridge over Honey Creek. The total cost for this portion of the project is approximately \$43.5M, with the City contributing \$18.5M to construct the approximately 1,200-foot bridge. To

best connect with the TxDOT portion of the project, obtain value in construction mobilization and pricing, support future growth and address future traffic volumes, we would like to construct four lanes instead of two. Unfortunately, the costs would place a significant burden on our Capital Improvements Program budget. We currently estimate that an additional \$15M is needed to construct the additional two lanes.

2) Stonebridge Drive (North-South)

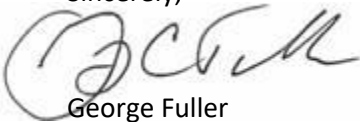
Stonebridge Drive will help provide additional north-south mobility in this same fast-growing area. Additionally, it will provide a new connection to the Tucker Hill Neighborhood that will be significantly impacted by the US 380 Bypass construction. Tucker Hill, planned to be built out at 650 homes, is currently only served by two connections to existing US 380, with no other ways to access local roads to the west, north, or east. We have been appreciative of TxDOT's work to help mitigate the impacts of the US 380 Bypass on this neighborhood. To facilitate the construction of Stonebridge, the City of McKinney is working on a public-private partnership to construct two miles of Stonebridge Drive from US 380 north to Bloomdale Road. This partnership would construct four lanes of Stonebridge Drive, including a necessary bridge, from US 380 to just north of Wilson Creek. North of Willson Creek, the project will include two of the planned four lanes to Bloomdale Road. The remaining two lanes will be constructed with planned adjacent future development. The City is currently providing \$16.25 of the \$25M project costs, with the private sector contributing the remaining amount. The City would like to request \$10M in funding assistance to reduce the demand on our Capital Improvements program.

As you can see, we are aggressively contributing funds to solve these regional transportation challenges. However, those funds only partially complete roads that will provide necessary relief and detours for the US 380 Bypass construction. We respectfully request the support and assistance of NCTCOG to advance these two critical roads in order to address regional mobility concerns and the US 380 Bypass project. While federal funds are always appreciated, the timeline of these two projects will make it challenging to administer those funds within the planned schedule.

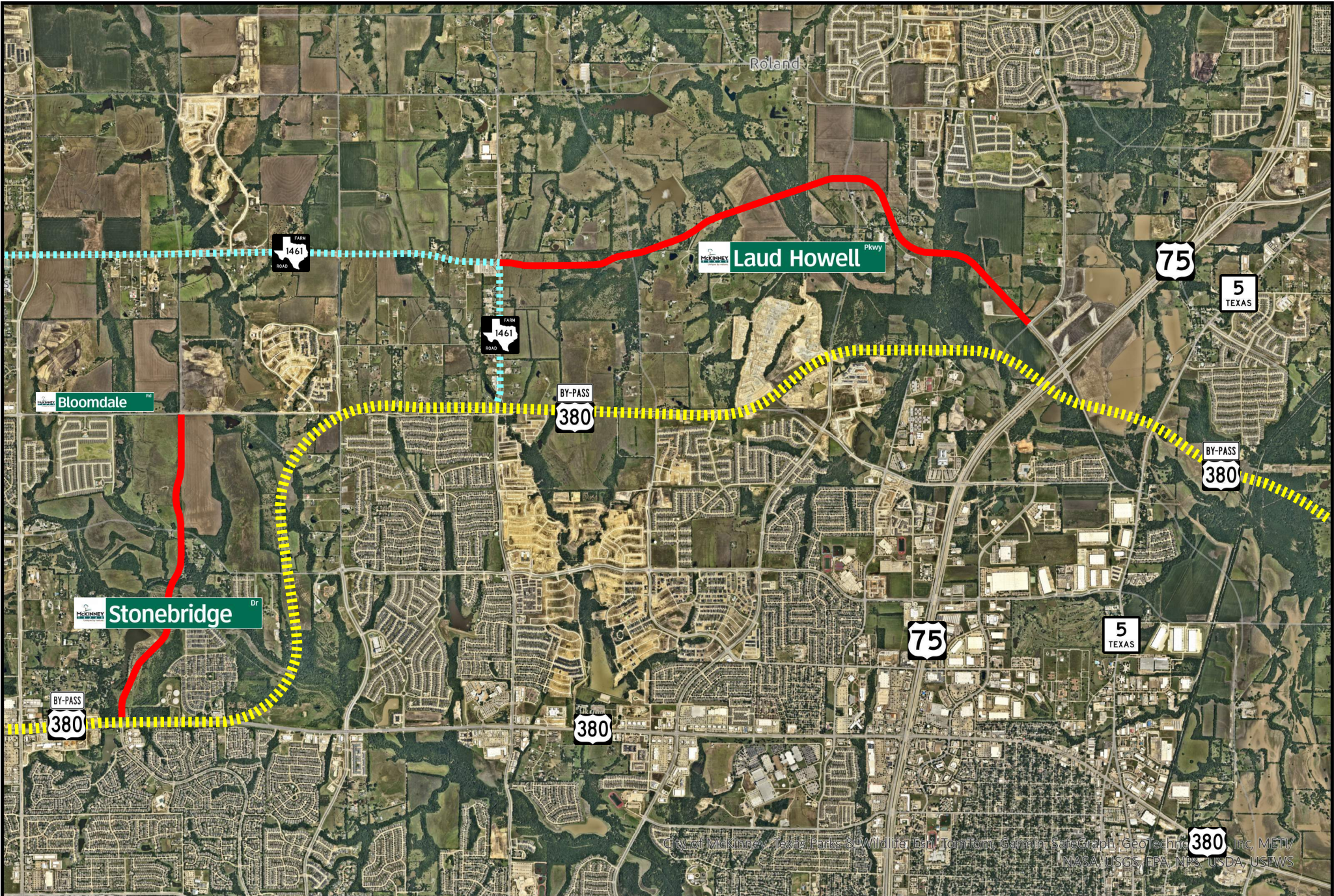
We are sincerely grateful for the Regional Transportation Council's continued support in addressing McKinney's regional transportation challenges. Your assistance in funding these two critical projects is instrumental in enhancing regional mobility and addressing key infrastructure needs.

Thank you for your consideration and for the vital role you play in improving the region's transportation network. We look forward to the positive impacts these projects will have on our community and appreciate your commitment to advancing our shared transportation goals.

Sincerely,

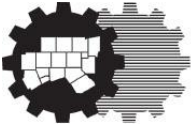


George Fuller
Mayor, City of McKinney



Laud Howell Parkway Stonebridge Drive





North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Host Transportation Public Meeting August 12

Public comments accepted through Sept. 10

The North Central Texas Council of Governments (NCTCOG) is hosting a hybrid public meeting to give residents an opportunity to provide input on a series of transportation-related topics on August 12. The hybrid meeting is scheduled for noon at the NCTCOG's Arlington office, 616 Six Flags Drive. North Texans unable to attend will have the option to watch the presentations live at publicinput.com/nctcogAugust24, or participate via phone by dialing 855-925-2801, then code 10355. Public comments will be accepted until Sept. 10.

The Mobility 2045 Update guides the spending of federal and state transportation funds based on regional goals. Relevant sections in the Mobility 2045 Update have been amended to include recent federal grants awarded to NCTCOG for publicly accessible alternative fuel infrastructure projects, including hydrogen refueling infrastructure for medium- and heavy-duty vehicles and electric vehicle charging stations. A presentation will be given on the sections that have been modified. The updated information can be found in Environmental Considerations Chapter 4 and Appendix C at nctcog.org/mobility2045

Federal regulations require demographic forecasts to be evaluated every four years to coincide with the Metropolitan Transportation Plan development cycle. One of the initial steps in NCTCOG's demographic forecasting process is the review of Regional Control Totals for Population and Employment. Over the past year, NCTCOG staff has completed an analysis of various control total forecasts and will present the results to the public.

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities, and low-income populations from public agencies looking to implement service and those seeking partnership with an existing transit provider. The May 2024 cycle for proposal submissions has closed, and an update on selected projects will be provided for review and comment. For more information, visit nctcog.org/strategicpartnerships-transit.

Additionally, NCTCOG will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2024. Those projects are:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The input opportunity meets the federal requirement for public participation in Programs of Projects. DART hosts its own public meeting and can be contacted directly for more information.

The Transportation Improvement Program (TIP) maintains a comprehensive list of funded transportation projects from now through 2026. To maintain an accurate project listing, this document is updated regularly and will be posted for review and comment. Information will also be provided about the following initiatives and programs: Interactive Public Input: Map Your Experience, NCTCOG's Spatial Data Cooperative Program, Air Quality Programs, and Funding Opportunities, and Access North Texas.

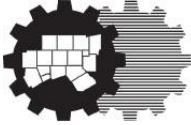
Roundtrip rides from CentrePort/DFW Airport Station to NCTCOG are available for \$6 through the Arlington Transportation app. Download the app at arlingtontx.gov/ondemand. For special accommodation due to disabilities or language interpretation, contact 817-695-9255 or email icastillo@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Seeks Public Input to Improve Safety, Transportation Options on Grand Avenue

Planners request input on safety, accessibility improvements for historic area

Sept. 30, 2024 (Arlington, TEXAS) – North Texans are invited to provide their input on proposed transportation options along a stretch of Grand Avenue near Fair Park during a public meeting at 5:30 p.m. Thursday, Oct. 3 at Mount Auburn Elementary School.

In coordination with the Texas Department of Transportation (TxDOT) and the City of Dallas, the North Central Texas Council of Governments (NCTCOG) is studying a two-mile stretch of Grand Avenue from the 3G intersection (Grand Avenue/Garland Road/Gaston Avenue), southwest to Interstate Highway 30.

Planners involved in the project will share early concepts for a segment around Tenison Park prioritized over other improvements because of critical safety concerns. Draft planning concepts will be presented for other segments, with attention paid to improvements to roadways and bicycle pedestrian facilities, as well as overall safety enhancements.

Some safety-related improvements along certain stretches of roadway in the study area, such as lower speed limits, have been implemented. Further improvements could enhance connections of adjacent neighborhoods with schools, parks and nearby bicycle-pedestrian trails.

Public input will be counted on throughout the planning process to help determine what improvements are made in the Grand Avenue Study area. Subscribe to updates to stay informed about the Grand Avenue Study at <https://publicinput.com/grandavenue>.

Public Meeting Details

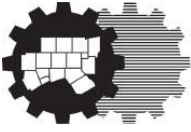
5:30 p.m., Thursday, Oct. 3, 2024
Mount Auburn Elementary School
6012 E. Grand Ave.
Dallas, TX 75223

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###



North Central Texas
Council of Governments

PRESS RELEASE

Contact:
Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Electric Vehicle Celebration Returns to Fort Worth on Oct. 6

Event allows residents to visit with EV owners, test drive vehicles

Oct. 2, 2024 (Arlington, Texas) – Electric Vehicle owners and enthusiasts will return to Fort Worth’s Tanger Outlets on Sunday, Oct. 6 to celebrate National Drive Electric Week. The Fort Worth event is one of approximately 200 NDEW celebrations across North America between Sept. 27 and Oct. 6 highlighting the benefits of owning an electric vehicle.

EVs are known for being fun to drive, can help reduce local air pollution, and be less expensive to own over the lifetime of the vehicle. Residents considering the shift from gasoline to electric can find out for themselves by visiting the Tanger Outlets between 10 a.m. and 2 p.m. Sunday.

There will be EVs on display by their owners, who will answer questions and share their experience driving electric. Attendees who want to experience what it feels like to ride in an electric vehicle will have the opportunity to ride in different models. The event will also feature several activities, such as kid-friendly games and scavenger hunts, and the opportunity to win prizes through participating in these activities. Attendees can also meet with various industry professionals involved with sustainability and transportation.

Each year, the North Central Texas Council of Governments (NCTCOG) and NCTCOG-hosted Dallas-Fort Worth Clean Cities Coalition hold the DFW NDEW event in the region, which has become one of the biggest in the nation. Organizers are adding something new this year to what has become a fun, family-oriented event. Wells Fargo will also be on hand to present an electric vehicle to a local veteran, in partnership with Military Warriors Support Foundation.

Electric vehicle ownership continues to grow rapidly in North Texas, home to one-third of the state’s EVs. There are more than 110,000 EVs registered in the Dallas-Fort Worth area, approximately 35% more than this time last year.

“Electric vehicle ownership continues to grow rapidly across the region as people learn more about the performance and efficiency benefits of EVs compared to traditional gasoline-powered cars,” said Lori Clark, senior program manager, NCTCOG, and director of the Dallas-Fort Worth Clean Cities Coalition. “National Drive Electric Week gives North Texans an opportunity to learn directly from EV owners so they can make an informed decision about whether EVs are right for them. We look forward to returning to Fort Worth again this year.”

NCTCOG is actively working to expand the network of electric vehicle chargers across the region and is guiding regional investment of nearly \$90 million to help close gaps in the network.

NCTCOG staff will be taking input at the DFW NDEW event on suggested locations for new EV chargers. For other input opportunities, see <https://publicinput.com/nctcogevcharging>.

For more information on Fort Worth's NDEW event, visit www.driveelectricdfw.org. Registration is free.

Event Details

Time: 10 a.m.-2 p.m. (come-and-go)

Date: Sunday, October 6

Location: Tanger Outlets

15853 North Freeway

Fort Worth, TX 76177

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###



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texas Students to Celebrate Active Transportation Oct. 9 by Walking to School

Almost 100 area schools plan to participate in annual event

Oct. 3, 2024 (Arlington, TEXAS) – Students across the Dallas-Fort Worth area are encouraged to prepare for an active commute to school October 9 as the nation celebrates Walk & Roll to School Day.

More than 140 Texas schools have signed up to host Walk & Roll to School Day events, with over 90 of them in the Dallas-Fort Worth area, according to the national [website](#).

The North Central Texas Council of Governments (NCTCOG) is hosting a promotion again this year filled with toolkits, safety resources and giveaways. Schools that pledged to host an event are entered into a raffle to win free safety-themed giveaways, and their students are eligible to enter a raffle for a new bicycle. NCTCOG conducted a similar bicycle giveaway in conjunction with Bike to School Day in May.

One way to entice more students to walk to school is by improving safety around schools. NCTCOG periodically funds infrastructure projects, such as bicycle-pedestrian trails, sidewalks and crosswalks, through Transportation Alternatives calls for projects. Since 2014, more than \$33 million has been awarded to 44 Safe Routes to School projects through Transportation Alternatives calls for projects.

Another element of ensuring safe trips to school is protecting students in crosswalks adjacent to schools. NCTCOG is working to develop regional guidance for the placement of crossing guards near campuses. NCTCOG has been awarded a \$5 million federal grant to streamline and support the establishment of school crossing guards and improve driver awareness in school zones through technology applications. The planning grant will help NCTCOG collect and analyze data on current conditions and challenges and develop a crossing guard regional model.

Walk & Roll to School Day is led by the National Center for Safe Routes to School, which is committed to helping communities champion safe, active trips to school for all students. In 2016, the organization began the [Vision Zero for Youth](#) initiative, promoting safety near schools and other places students typically walk and ride their bikes in an effort to eliminate fatal and serious traffic crashes.

More information about NCTCOG's Walk & Roll to School Day efforts is available [here](#).

About the North Central Texas Council of Governments:

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#

**DRAFT 2025 REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
89TH TEXAS LEGISLATURE**

Legislation to Actively Pursue

- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions or allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region:
 - Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements
 - Support dedicated funding for public transportation and rail via TxDOT budget rider
 - Allocate funds to the existing Texas Rail Relocation and Improvement Fund

Legislation to Actively Pursue with Others

- Protect existing transportation authority dedicated funding
- Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects
- Review with TxDOT and the Legislature options related to the creation of a new State high-speed rail authority
- Improve the safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, enforce seat belts; advance automated speed enforcement over 90 mph
- Modernize messaging in construction zones through technology and electronic signage; support automated speed enforcement in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs

Provide Testimony Upon Request

- Identify and pursue additional revenue for all modes of transportation
- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Support a budget rider for Texas MPOs to receive \$100,000 per year for the next two years to complete a safety action plan within their metropolitan region
- Encourage measures that improve bicycle and pedestrian safety and focus on areas with pedestrian movements
- Explore transit and its ability to enhance community safety
- Oppose legislation to increase freight truck weight limits above current law, except where necessary to accommodate alternative fuel trucks
- Retain eminent domain authority in current statute to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support system reliability, congestion relief, and encourage trip reduction strategies for regular workdays and special events
- Support high-speed rail development in Texas and its superior safety history
- Utilize innovation in higher-speed transportation, transit, autonomous vehicles, and freight

- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, infrastructure, and the safe operations of unmanned aircraft
- Support broadband expansion as a mode of transportation
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, especially for heavy-duty vehicle trucks, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, and supporting tire disposal programs
- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- Protect the Texas Emissions Reduction Plan (TERP) Trust fund and revenue balance to ensure funds are used for TERP purposes, including zero emission vehicle infrastructure investments
- Modernize TERP and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

DRAFT

**DRAFT 2025 REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
89TH TEXAS LEGISLATURE**

Blue text indicates new language added since the last legislative session.

Red text indicates changes since the September 12, 2024, RTC meeting.

Legislation to Actively Pursue

- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions or allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region:
 - Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements ~~(\$200 million per year)~~
 - Support dedicated funding for public transportation and rail via TxDOT budget rider
 - Allocate funds to the existing Texas Rail Relocation and Improvement Fund

Legislation to Actively Pursue with Others

- Protect existing transportation authority dedicated funding, ~~advance Transit 2.0 recommendations~~
- Provide tools to aid transit agencies in facilitating transit-oriented development (TOD) including tax incentives to developers locating in transportation authority member cities and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects
- Review with TxDOT and the Legislature options related to the creation of a new State high-speed rail authority
- Improve the safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, enforce seat belts; advance automated speed enforcement over 90 mph
- Modernize messaging in construction zones through technology and electronic signage; support automated speed enforcement in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs and support land use, housing, school, and transportation connection policies that best serve growth needs

Provide Testimony Upon Request

- Identify and pursue additional revenue for all modes of transportation
- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Support a budget rider for Texas MPOs to receive \$100,000 per year for the next two years to complete a safety action plan within their metropolitan region
- Encourage measures that improve bicycle and pedestrian safety and focus on areas with pedestrian movements
- Explore transit and its ability to enhance community safety
- Oppose legislation to increase freight truck weight limits above current law, except where necessary to accommodate alternative fuel trucks

- Retain eminent domain authority in current statute to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
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- Modernize TERP and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

Transit 2.0 Recommendations Removed:

- ~~Amend the local sales tax cap to exempt the portion used for transit (up to a half cent)~~
- ~~Within a Texas region, restrict non-transit cities from relocating businesses from transit cities~~



2025 Transportation Alternatives Call for Projects

for the North Central Texas Region

Regional Transportation Council

Karla Windsor, AICP

October 17, 2024



Eligible Project Activities

May include:

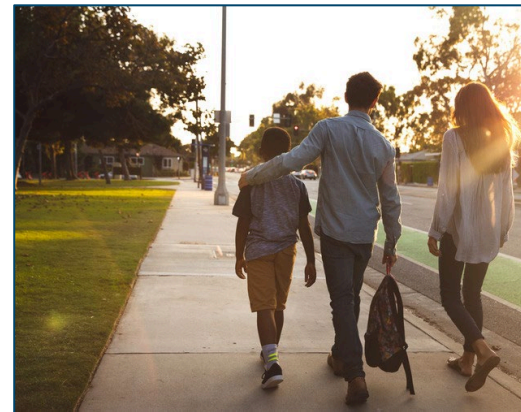
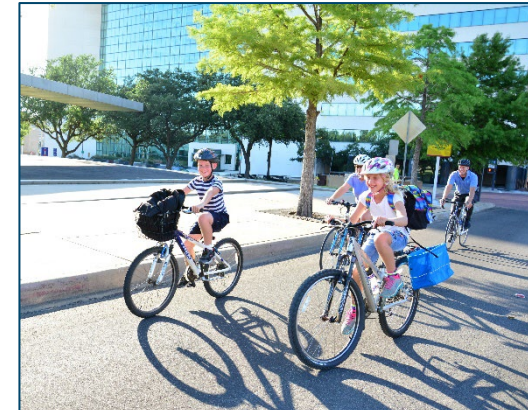
- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Infrastructure Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



Safe Routes to School Planning (New)

Overview:

- Plans for multiple schools within a city, county, or School District
- Focused on the safety of children walking and bicycling to school (in lieu of motor vehicle transportation)
- Addresses **Engineering** (Infrastructure) improvements and other strategies such as **Education, Encouragement, Enforcement, Evaluation, and Equity**



Funding Priorities

Connections:

- Regional Connections (e.g. Regional Veloweb)
- Connections to Jobs
- Connections to Schools
- Connections to Transit
- Connections between existing facilities (e.g. creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date (e.g. schematics or preliminary engineering)



Funding Overview

Approximately \$50 million in federal funding is anticipated to be awarded.

<i>Project Activity</i>	<i>Minimum Federal Funding Award per Project (Targets)</i>	<i>Maximum Federal Funding Award per Project (Targets)</i>
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Funding Overview, cont.

Construction-implementation projects

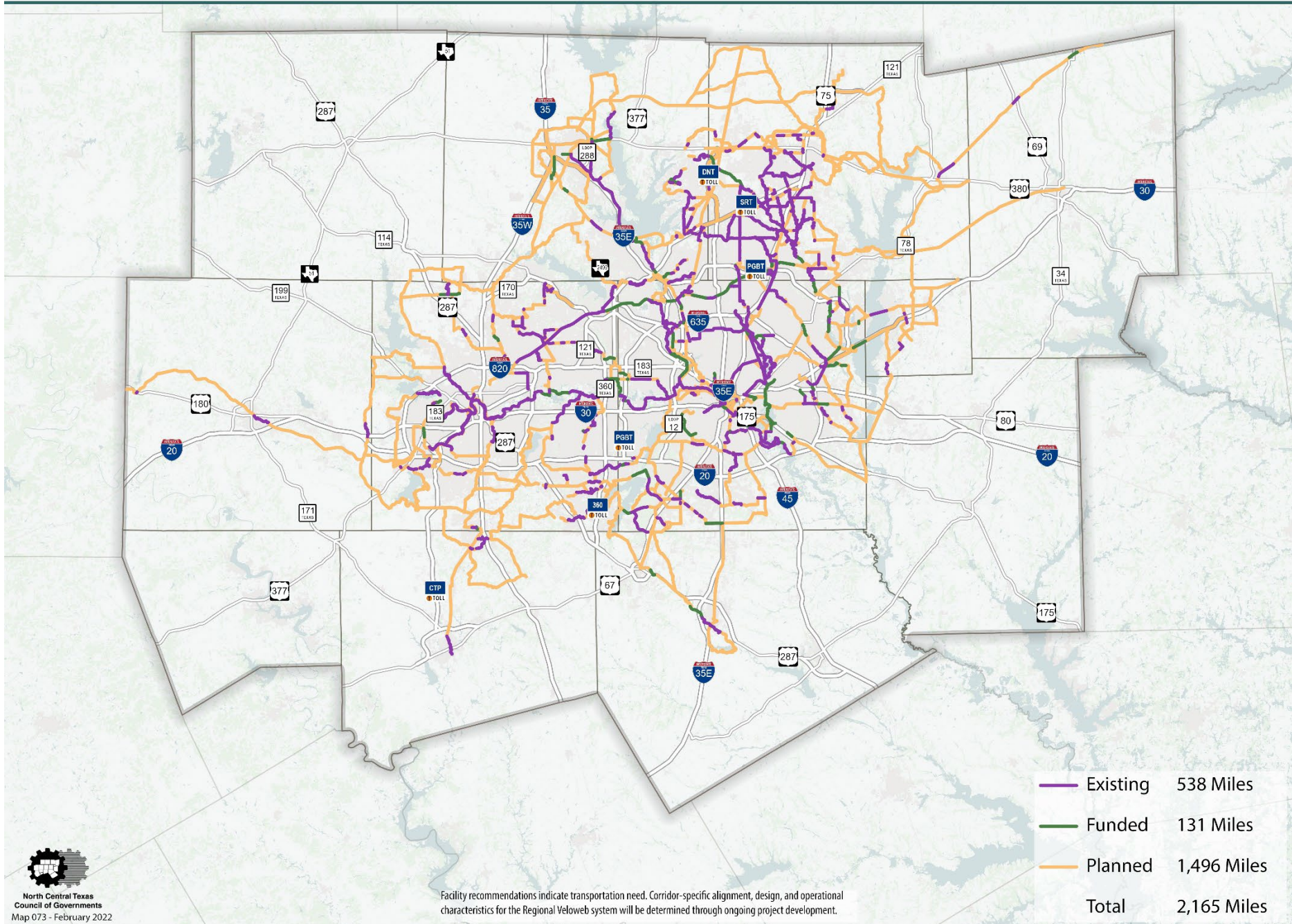
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

Safe Routes to School planning: Minimum 20 percent local match*

***Local match must be cash or Transportation Development Credits (TDCs)**

- Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, *OR*
- Agencies may request Regional Transportation Council (RTC) “Regional” TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs will be limited to two applications per agency.
- No in-kind contributions.

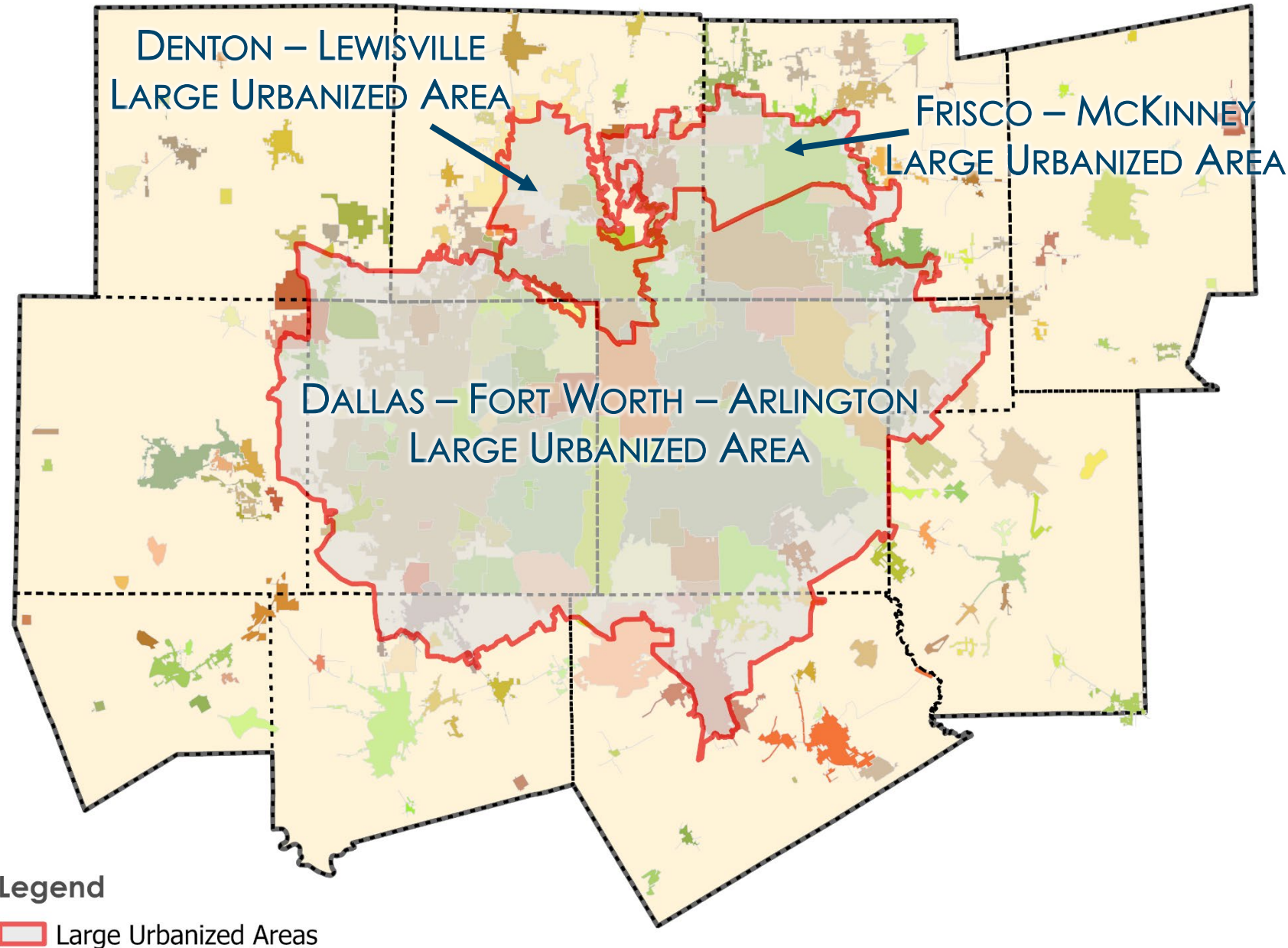




Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE: the TxDOT Statewide TA Call for Projects is anticipated to open January 2025



Program Rules (Required Documentation)

Letter of Local Funding Commitment

Confirm the availability of the local match contribution or requested use of TDCs.

Right-of-Way/Easement

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement

(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent

(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator

(SRTS applications)

Documentation of Support from Supporting Entity

(if project includes or crosses another jurisdiction)



Program Rules, cont.

Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC.

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed.

Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT.



Anticipated Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information on Call for Projects	August 21, 2024
Surface Transportation Technical Committee - Action on Call for Projects	September 27, 2024
Regional Transportation Council - Action on Call for Projects	October 17, 2024
Call for Projects Opens	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closes (Applications Due)	January 17, 2025, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January - March 2025
Public Meeting	April 2025
Surface Transportation Technical Committee - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council - Action to Approve Recommended Projects	May 8, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Requested Action

Regional Transportation Council Approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding and use of Transportation Development Credits for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region



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Air Quality Monitoring Regional Transportation Council (RTC) Policy**(P24-02)****Policy Overview**

The Dallas-Fort Worth (DFW) region continues to remain in nonattainment for the pollutant ozone, with classifications of Severe under the 2008 standard and Serious under the 2015 standard. Additionally, two regulatory monitors in the region are presently showing exceedances of the Environmental Protection Agency's (EPA) revised standard for fine particulate matter (PM_{2.5}) of nine (9) micrograms per cubic meter (µg/m³). The Regional Transportation Council (RTC) is committed to enhancing the quality of life for residents through the improvement of air quality. As part of this commitment, the RTC supports the deployment of non-regulatory air quality monitors to provide comprehensive and real-time air quality data. The North Central Texas Council of Governments (NCTCOG) currently receives funds from the Texas Commission on Environmental Quality (TCEQ) through their Rider 7 State and Local Air Quality Planning Program, allowing for limited additional funding towards non-regulatory air quality monitor deployment and maintenance. By installing additional non-regulatory monitors, NCTCOG would be able to guide and combine regional monitoring efforts as well as add to the density of the local networks and assess the performance and impact of these monitors.

The Air Quality Monitoring Policy outlines the RTC's approach to pursuing and partnering with local governments and other stakeholders to secure funding for the purchase and installation of these monitors. Through this policy, NCTCOG staff could apply for grant funding for non-regulatory monitors with a focus on addressing air quality community impacts and public health and providing information about the current air quality status in each monitor's respective area. Further, these monitors would improve spatial coverage and provide insight into the origin of air pollutants. Each proposal and grant application will be presented to the RTC for ratification at the next scheduled meeting.

Additionally, this policy includes programs and funding opportunities that require quick approval, but for which timing is not aligned with the meeting schedule of the RTC. This policy proposes staff, while following the guiding principles listed in this policy, can act quickly and accordingly when met with abrupt and short application deadlines that, if missed, could result in limited data collection potential, often for several years to come, if not advanced prior to the assembly of the RTC.

Policy Statement

The RTC shall actively seek funding opportunities and establish partnerships with local governments and other relevant entities to facilitate the deployment of non-regulatory air quality monitors across the region. These efforts aim to augment existing regulatory monitoring networks, as well as plan and implement non-regulatory air quality monitoring quickly while protecting the RTC from any anticipated misunderstandings, in order to provide valuable data for public awareness and support local and regional air quality management strategies.

Objectives

1. **Enhance Air Quality Monitoring:** Increase the spatial density and temporal resolution of air quality data to better understand pollution patterns and sources.

2. **Public Awareness and Education:** Provide the public with accessible and real-time air quality information to promote health-conscious decisions and awareness.
3. **Support Research and Policy:** Supply detailed air quality data to support scientific research and inform policy decisions at local and regional levels.
4. **Collaborative Efforts:** Foster collaboration between local governments, community organizations, educational institutions, and private sector stakeholders to improve air quality monitoring and management.
5. **Prompt Action:** While following the listed guiding principles and policies, action can be taken by staff in a timely manner to meet short deadlines, ensuring crucial opportunities are not missed.

Guiding Principles

The following items are guidelines, not specific requirements, to be used by staff to determine the implementation of this policy. While it is not possible to anticipate every opportunity that may arise, these guidelines will be used as RTC directions for staff decision making.

- These projects or initiatives are to be used for non-regulatory and lower cost monitoring. It is expected the monitors would cost between \$5,000 and \$55,000 per monitor, plus setup, maintenance, and data access.
- The item would need to be placed on the next scheduled meeting agenda of the Regional Transportation Council for endorsement. If an item is not endorsed, staff will be required to outline the implications of the lack of action.

This policy allows the Regional Transportation Council to bring this policy back for reevaluation if members believe staff to be misusing the policy for non-urgent purposes.

Actions

1. **Identify Funding Sources:**
 - Seek out federal, state, and local funding opportunities, including grants and public-private partnerships.
 - Explore innovative financing options, such as crowdfunding or sponsorships, to support the purchase and installation of air quality monitors.
2. **Develop Partnerships:**
 - Collaborate with local governments to identify suitable locations for monitor deployment.
 - Engage with community organizations and educational institutions to promote the benefits of enhanced air quality monitoring and ensure community involvement.
 - Partner with private sector stakeholders, including technology companies and industry leaders, to use their expertise and resources.
3. **Implementation and Deployment:**
 - Work with technical experts to select and procure high-quality, non-regulatory air quality monitors.
 - Ensure proper installation and maintenance of the monitors to guarantee accurate and reliable data collection.

- Develop protocols for data management, including data storage, sharing, and analysis.
- 4. **Public Engagement and Communication:**
 - Create a public-facing online platform to display real-time air quality data collected from the monitors.
 - Develop educational materials and programs to inform the public about air quality issues and the importance of monitoring.
 - Organize community events and workshops to engage residents and stakeholders in air quality improvement initiatives.
- 5. **Evaluation and Reporting:**
 - Regularly assess the performance and impact of the air quality monitors.
 - Publish periodic reports detailing the findings and insights gained from the monitoring data.
 - Adjust strategies and actions based on evaluation outcomes to continuously improve air quality monitoring efforts.

Roles and Responsibilities

- **RTC Staff:** Responsible for identifying funding opportunities, developing partnerships, overseeing the procurement and installation of monitors, managing data, and coordinating public engagement efforts.
- **Local Governments:** Collaborate with RTC staff to identify installation sites, support funding applications, and engage with local communities.
- **Community Organizations:** Assist in public outreach, provide feedback on monitoring locations and data use, and participate in educational initiatives.
- **Private Sector Partners:** Provide technical expertise, financial support, and innovative solutions for air quality monitoring and data analysis.

Conclusion

The RTC's policy on non-regulatory air quality monitors within the scope of this policy underscores the importance of collaborative efforts to improve regional air quality. By pursuing funding opportunities and partnering with local governments and other stakeholders, the RTC aims to enhance air quality monitoring capabilities, increase public awareness, and support informed decision-making for a healthier and more sustainable region.



RTC PRESENTATION

AIR QUALITY MONITORING POLICY

Jenny Narvaez | Program Manager | 10.17.2024

Air Quality in North Central Texas

Currently in nonattainment for ozone

Potential for being designated nonattainment for fine particulate matter (PM_{2.5})

Associated health and economic impacts

- Respiratory and cardiovascular impacts

- Healthcare and labor costs

- Section 185 fees (NAAQS Ozone Standard 2008; 2028)

Projected population increase for region to over 12 million



History for Local Monitoring Efforts

Local entities engaged in non-regulatory monitoring

Local government's request for regional air monitoring program (3/2019)

- Support decisions to enhance public health

NCTCOG Air Quality Health Task Force (12/2019)

Consistency

Spatial coverage

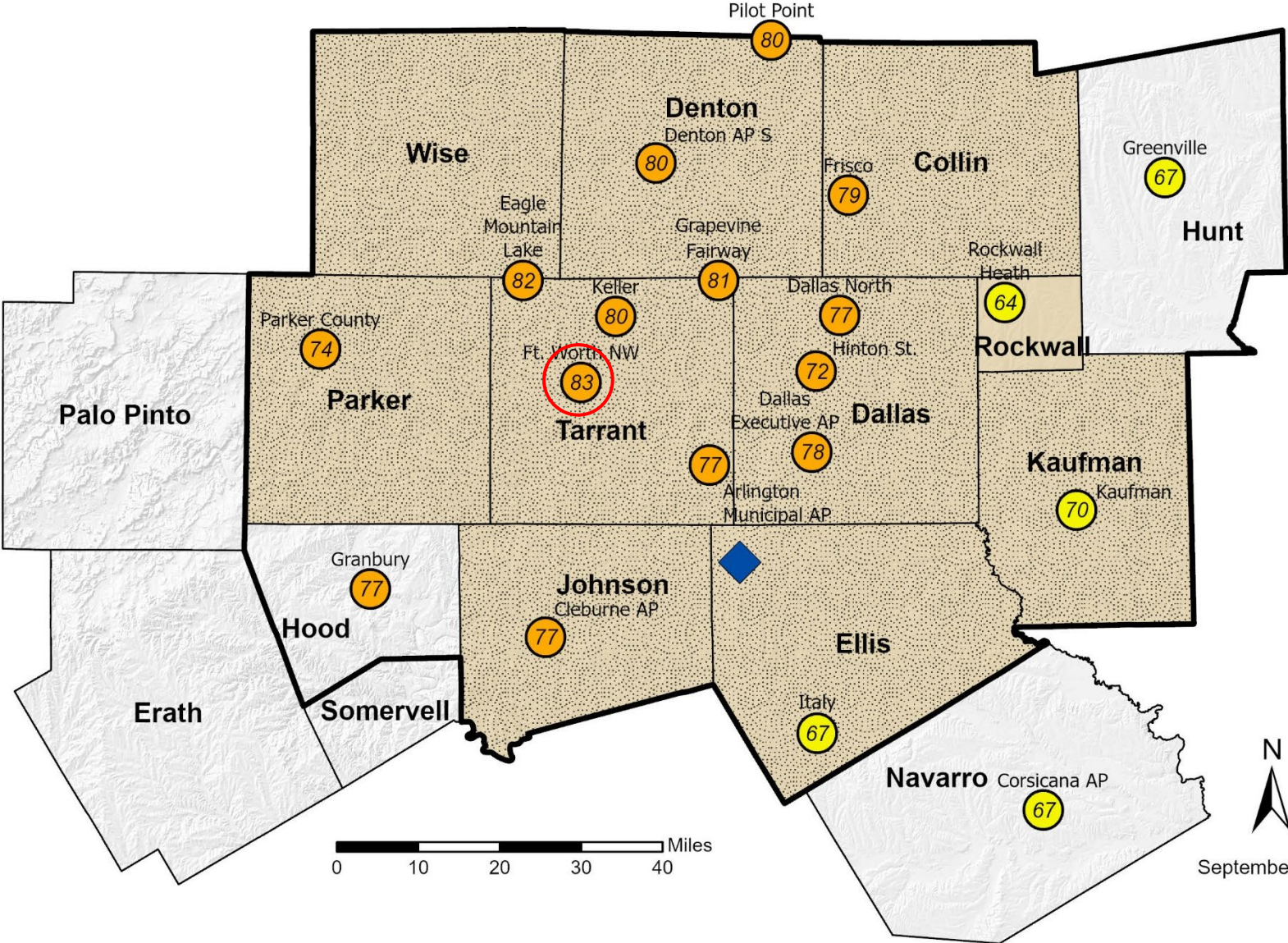
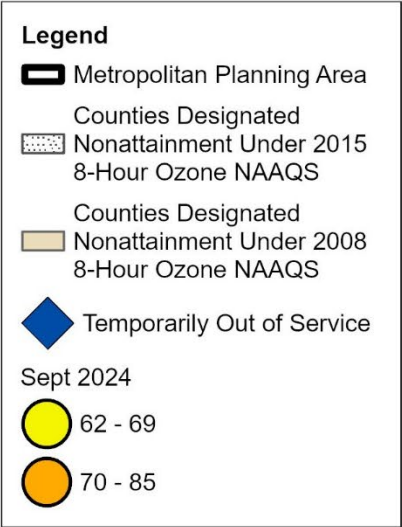
Temporal coverage

Seasonal changes

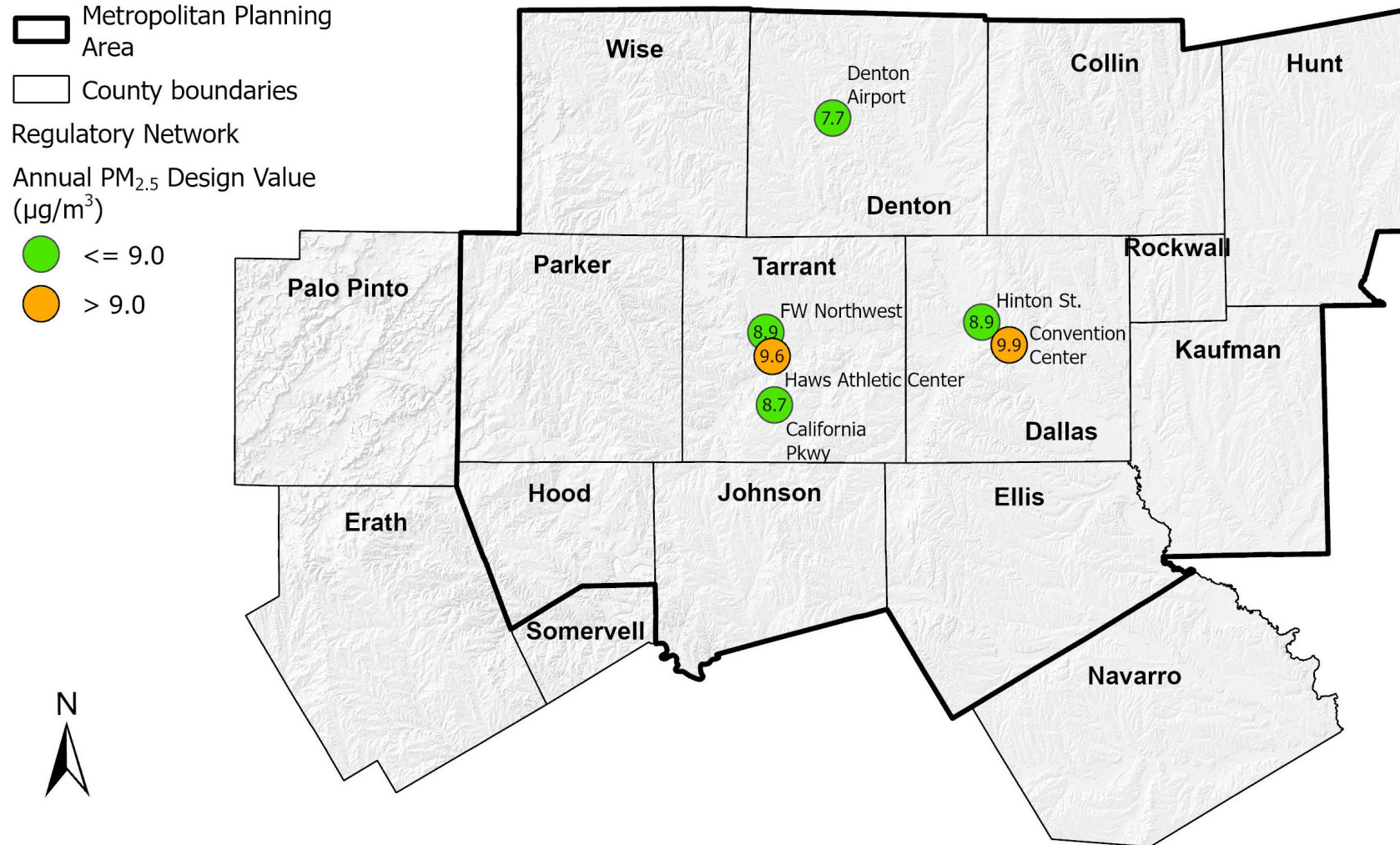
Special areas of interest (e.g., Hot-Spot-Detection, local industries, LIDAC, major transportation arteries)



Ozone Nonattainment as of September 30, 2024



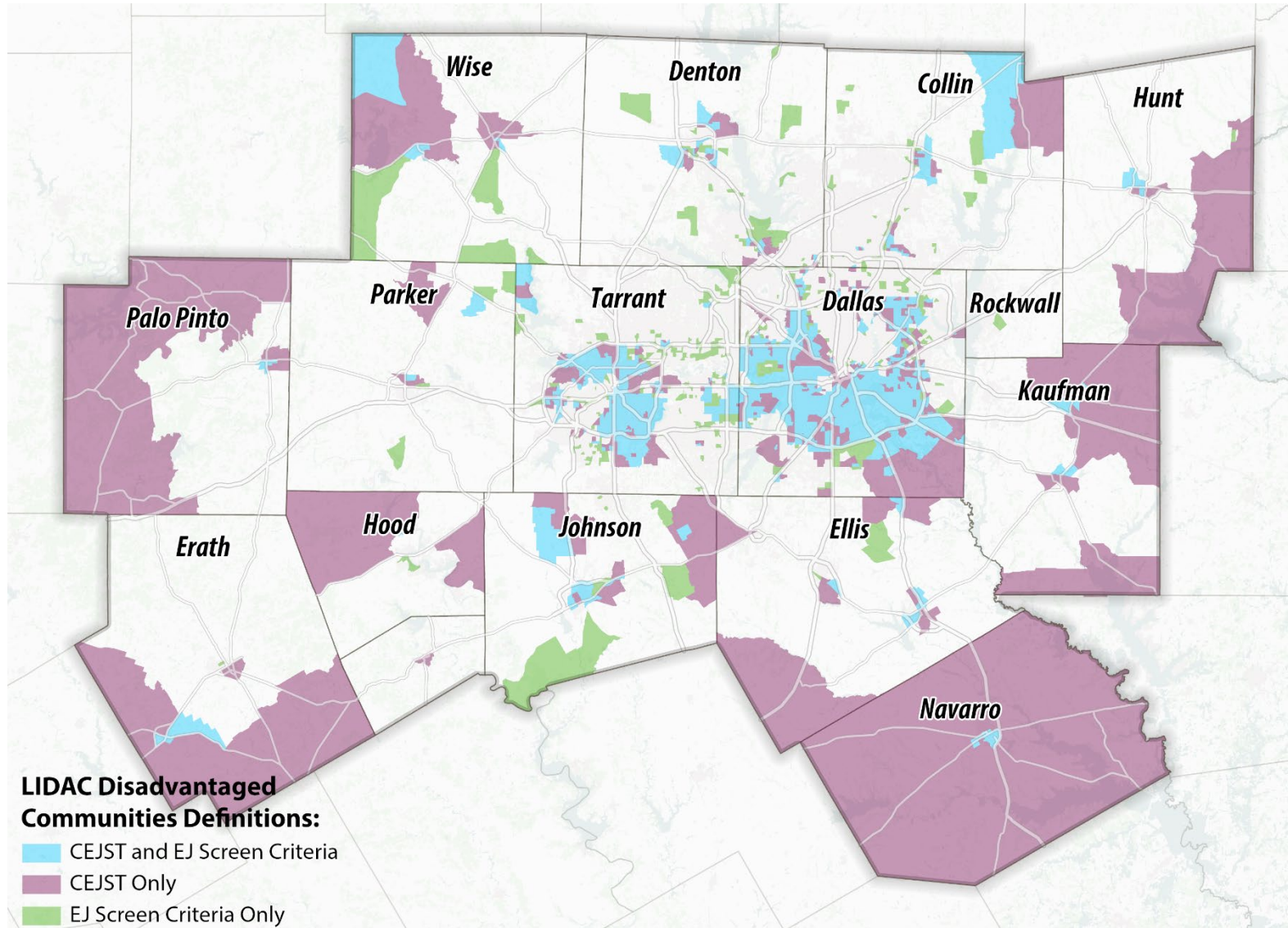
2023 PM_{2.5} Annual Design Values



Source: EPA
September 2024



Disadvantaged Communities



Non-Regulatory versus Regulatory

Non-Regulatory

- NSIM – Non-Regulatory Supplemental and Informational Monitoring (Sensors or Monitors)
- Spatiotemporal Variability¹⁾
- Comparison²⁾
- Measurement Inputs for Advanced Air Quality Modeling, Long-Term Trends³⁾
- Medium to Low-Cost Sensors, Low Maintenance

1) Daily trends
Gradient studies
Air quality forecasting
Citizen science
Education

2) Hotspot detection
Data fusion
Emergency response
Supplemental monitoring

3) Long-term changes
Epidemiological studies
Model verification
Transport

Regulatory

- Compliance with AQ Monitoring Standards (NAAQS)
- Limited Monitoring Devices
- High accuracy, high maintenance
- High costs



Why a Non-Regulatory Monitoring Network?

Track Movement of Air Pollutants Into and Within DFW

Improve Information about Spatial and Temporal Pollution Distribution

Assist With Impactful Control Measures

Transportation (STTC/RTC)

Other Sources

Correlate to Health Impacts

Core Sample Size May Have Erroneous Results



Air Quality Monitoring Policy

Identify Funding Sources

- Federal, state, and local funding opportunities
- Explore innovative financing options

Develop Partnerships: local governments and industry leaders

- Identify suitable locations for monitor deployment
- Local community engagement
- Ensure reputable technology

Implementation and Deployment

- High-quality, non-regulatory monitors
- Proper installation and maintenance
- Data management and storage



Air Quality Monitoring Policy

Public Engagement and Communication

- Display air quality data collected from monitors
- One-stop-shop for air quality and health data results
- Develop educational materials
- Engage residents and stakeholders

Evaluation and Reporting

- Assess performance and impact of air quality monitors
- Provide updates on findings and insights gained
- Adjust strategies and actions based on evaluation

Ongoing Effort to Bring Low-Cost Monitors to Region

- Enhance spatial coverage and evaluate local condition



Requested RTC Action

Staff requests RTC approval of the

Air Quality Monitoring Policy to

- ✓ Develop local partnerships
- ✓ Pursue upcoming federal and other funding opportunities
- ✓ Extend the non-regulatory monitoring network
- ✓ Develop and provide a collective source for health-related air quality information
- ✓ Enhance public engagement and information



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Certification of Emerging and Reliable
Transportation Technology

Swyft Cities Update

Jeff Hathcock | Regional Transportation Council Meeting
October 17, 2024



CERTT PROGRAM

Certification of **Emerging** and **Reliable** Transportation Technology

Provide **transparent process** for RTC coordination with providers of new technology

Periodic solicitation/opportunity for new technology applications

Ensure **level playing field** for providers and local governments

Convert certification facility into commercial application, meeting long-range transportation needs



RTC Policy P22-02

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



CERTT Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Status
TransPod (Round 1)	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Periodic staff coordination; TransPod is pursuing statewide corridor effort
JPods (Round 1)	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub- Regional	People/Air Quality and Congestion Reduction	Completed staff coordination; JPods is pursuing local interest outside of CERTT Program
Swyft Cities/ Whoosh (Round 2)	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub- Regional	People/Air Quality and Congestion Reduction	Regular staff coordination; Swyft Cities is actively pursuing projects and certification structure



Swyft Cities/Whoosh

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public right-of-way

Proofs of concept in Christchurch, NZ

Use of private financing and can support planning of special districts, P3s, etc.

Local applications could include service extensions from transit hubs, barrier crossings, dense/mixed use center circulator



CERTT Proposals Received: Interest in Swyft Cities/Whoosh Technology

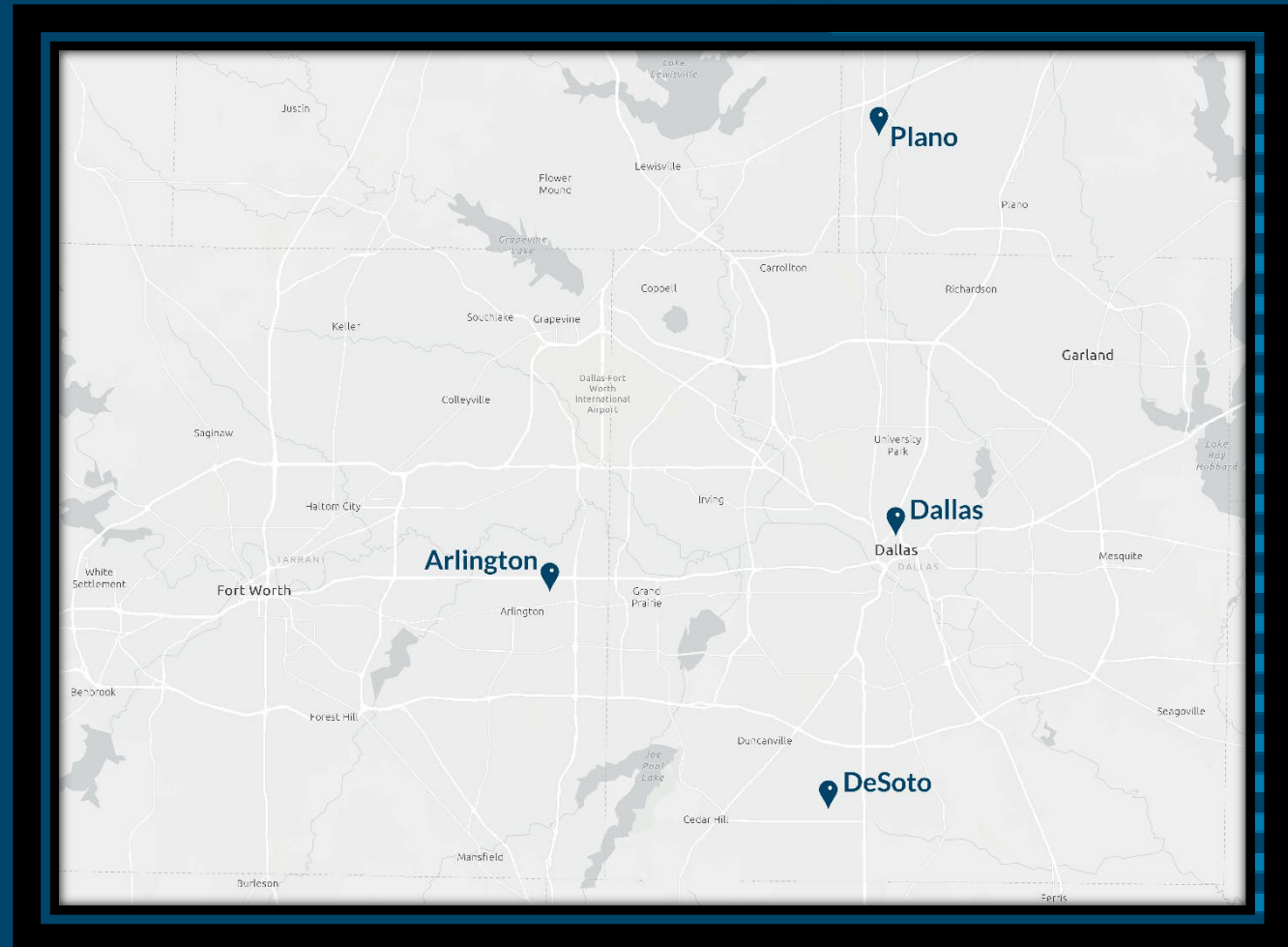
Arlington

Dallas

Desoto

Plano

Others have reached out to Swyft Cities directly



Recent Progress

- Interest at national ASCE Conference
- Investigation of process/requirements for new technology certification
- Staff coordination with Swyft Cities and local governments in project development discussions and identification of roles/risks
- NCTCOG provided Letter of Commitment for City of Arlington's SMART Grant application (feasibility study)
- Included consideration for Swyft Cities and other technologies in scoping for Legacy Area ATN Planning Study in Plano



Next Steps

Swyft Cities: steps 4 and 5 continue in tandem

- Swyft Cities pursuing initial project and certification
 - Planning, funding, certification, and organization model that meets the needs of all parties
 - Initial project not intended to be only location
- NCTCOG staff continue providing support to Swyft Cities and local governments in project development discussions

TransPod: working to identify statewide program/interest

CERTT: continued monitoring for new technology proposals



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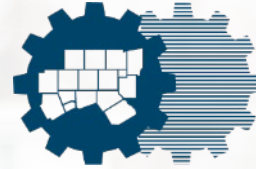
VAlvarado@nctcog.org | 817-640-4428

Additional imagery provided by Swyft Cities, JPods, and TransPod



Certification of Emerging and Reliable
Transportation Technology (CERTT) Program





NCTCOG PRESENTATION

Community School Siting Issues and Opportunities

Karla Windsor

Regional Transportation Council

October 17, 2024

Regional Transportation Council Policy Supporting School Districts (2013)

Active Transportation:

Advocate for:

- Safe Routes to School Program
- Precious Cargo Program
- Transportation Alternatives Program



Outreach & Engagement:

- Engage students to design the cover of Progress North Texas
- Advocate for Science, Technology, Engineering, and Mathematics (STEM) fields



RTC Policy Supporting School Districts

School Siting:

- Pilot school siting Programs
- School bus stop coordination
- Technical assistance for school districts



Air Quality:

- RTC Clean Fleet Vehicle Policy
- Clean school bus Programs
- Energy audit Programs
- Vehicle idling-reduction Programs
- Air quality-friendly contracting initiatives



Complexity by the Numbers

In the 12 counties:

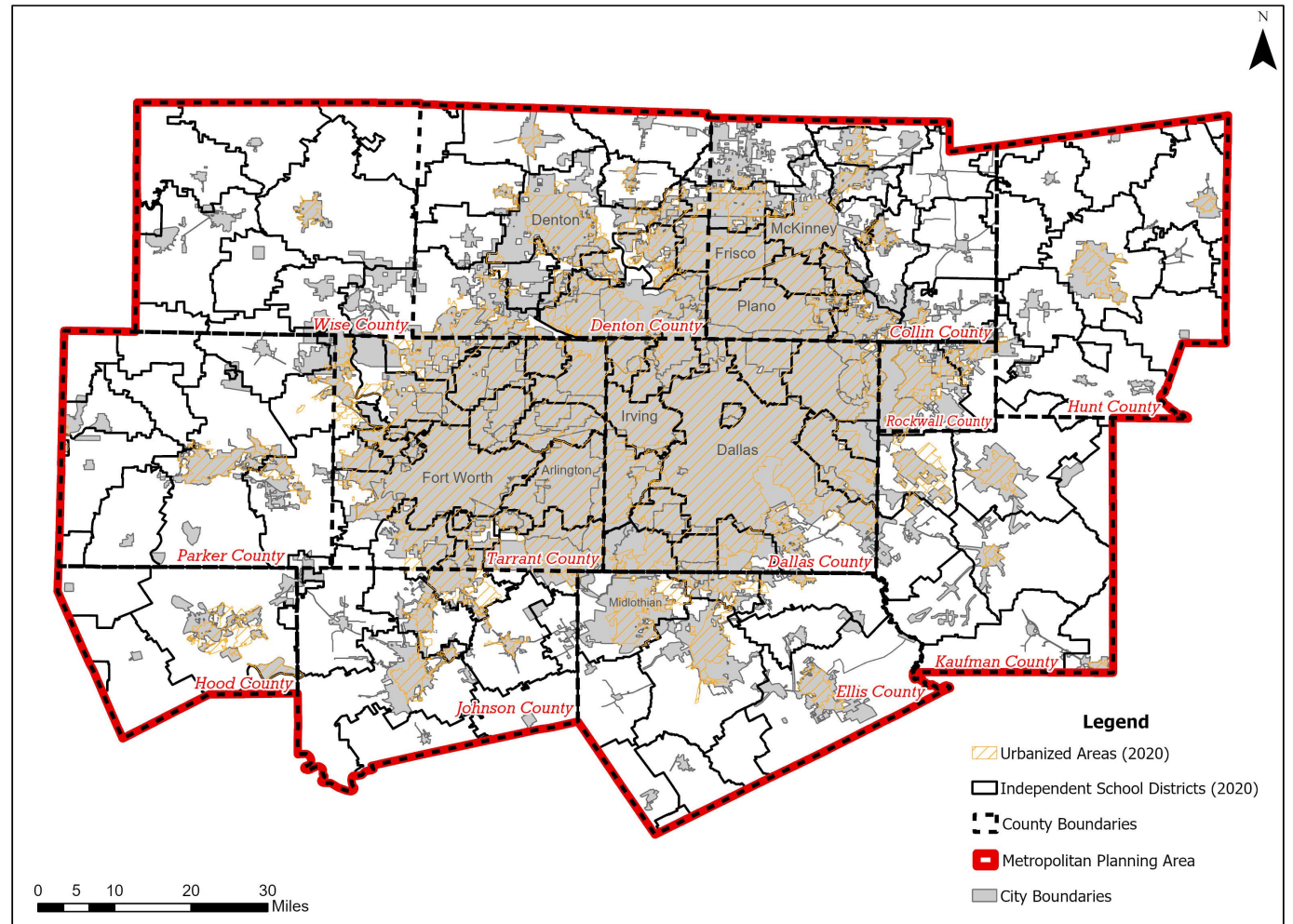
- Total Public Schools: 1,869
 - Elementary schools: 1,207
 - Middle schools: 361
 - High schools: 301

- Total Private and Charter
 - Schools: 569
 - Charter: 225
 - Private: 344

Independent School Districts: 143

Rapid growth anticipated

Metropolitan Planning Area, Urbanized Areas, Cities and ISDs



Population Growth

Region Total
Population

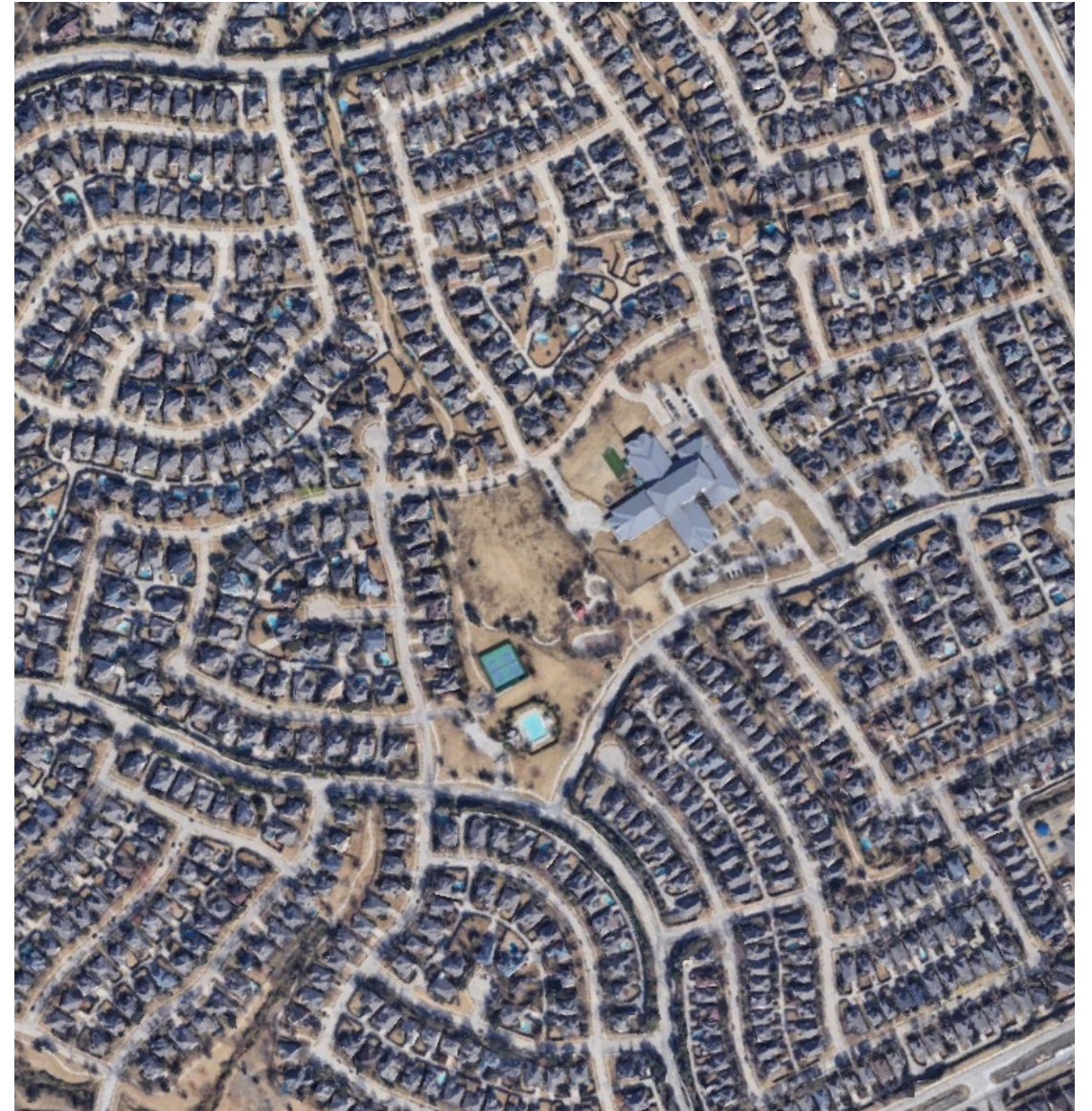
2023: 8.2 Million
2045: 11.2 Million
Change: 3 Million

Region K-12
Children
Population

2023: 1.4 Million
2045: 1.9 Million
Change: 500,000

**K-12 Children
Change 2023-2045**

Tarrant County: 119,852
Dallas County: 119,360
Collin County: 116,815
Denton County: 102,321



42 Percent of Future Population Growth Projected to Occur Outside 2020 City Boundaries

The School Siting Problem

For students/parents

- Traffic safety walking/bicycling to school
 - Location of schools (small in neighborhood on local street vs. large in outskirts on major arterial)
 - Distance
 - Barriers
 - Design of roadways
 - Design of school campuses
- Personal safety of students (real or perceived)
- Fewer students walking/biking to school means:
 - More congestion
 - Less student safety
 - Decreased air quality



Imagery provided by Google Earth



The School Siting Problem

For cities/ISDs

- Poor school siting = difficult and costly additional investment/retrofitting later
- Transportation/Water/Sewer Infrastructure to Schools is not always coordinated
- Student pedestrian injuries/deaths from collisions are community tragedies to be avoided

Reactive solutions/retrofitting are:

- Expensive
- Less ideal
- Take time
- School crossing guard implementation and management is major concern
- Charter schools are uncharted waters presenting unique challenges



NCTCOG School Siting History

- 2011- School Siting and Land Use Connections (McKinney ISD/City of McKinney)
- 2012 - School Siting and Transportation (Denton ISD/City of Denton)
- 2013 - RTC School Policy Meeting
- 2015 - Community Schools and Transportation
- 2019 - School Siting and Collaboration Workshop



How can NCTCOG help with school siting issues?

- Update Regional Transportation Council policy supporting school districts?
- Legislative change?
- Guiding documents?
- Require a formal agreement between cities and ISDs?
- Workshops with cities, ISDs, counties, etc.?
- Trainings, formal/informal?
- Other ideas?



Approaches from Other Regions

Puget Sound Regional Council in Seattle, WA

- Legislative task force on school siting
- Vision 2050 School Siting Implementation Briefing

Chicago Metropolitan Agency for Planning

- Impacts of School Siting report:
 - Schools near neighborhoods, revisit acreage requirements
 - School siting collaboration program



How can NCTCOG help with school siting issues?

Take our brief **3 question** survey:
<https://tinyurl.com/NCTCOGschoolsiting>



Next steps: review results, report back with work plan



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MOBILITY 2050: KEY UPDATES AND ONGOING DEVELOPMENT

SUMMARY OF PUBLIC INPUT HEARD SO FAR

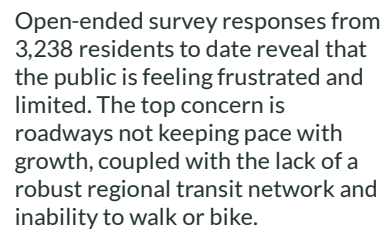
Ongoing public engagement efforts have gathered valuable input from thousands of residents across the Dallas-Fort Worth region. To date, almost 3,200 residents have responded to our survey, with more than 2,400 open-ended comments offering deep insights into what people want from the future transportation system.

Public input reflects awareness of the population growth and its impacts.

3,200 + Survey responses collected to date (closes end of 2024)

2,400 + Open-ended responses collected to date

370 + Map Your Experience comments Nov. 2023 to present



Open-ended survey responses from 3,238 residents to date reveal that the public is feeling frustrated and limited. The top concern is roadways not keeping pace with growth, coupled with the lack of a robust regional transit network and inability to walk or bike.

What should we solve?

Key Themes

Traffic Congestion:

A majority of respondents have expressed concerns about congestion and the increasing delays they face on the region's roadways. This issue continues to be a top priority for residents, with calls for urgent solutions.

Demand for Public Transit:

There is a significant call for enhanced public transit options. Residents are asking for investments in bus and rail services to provide more reliable and frequent alternatives to driving, especially in areas expecting substantial population growth.

Interest in Active Transportation:

Many residents have expressed a desire for more walkable and bike-friendly communities. Calls for expanding pedestrian and cycling infrastructure are growing, as many want safer and more connected pathways across the region.

Selected Visualization

Survey Question: “What is your biggest pain point when it comes to transportation?”

Four key barriers to transportation access are ranked in order of importance based on user feedback. Lower numbers indicate higher importance. **Viability of options** is ranked as the most significant barrier, with a score of **2.00**, meaning that even though alternatives to driving may exist, they are often not viable due to issues such as cost, travel time, or service hours. **Availability of options** follows closely with a score of **2.11**, indicating that in some areas, alternative transportation modes are simply not available. **Independence**, with a score of **2.38**, refers to the ability to control one's travel schedule and routes. Finally, **cost or affordability**, ranked lowest with a score of **3.04**, suggests that while important, it is less of a barrier compared to the other factors.

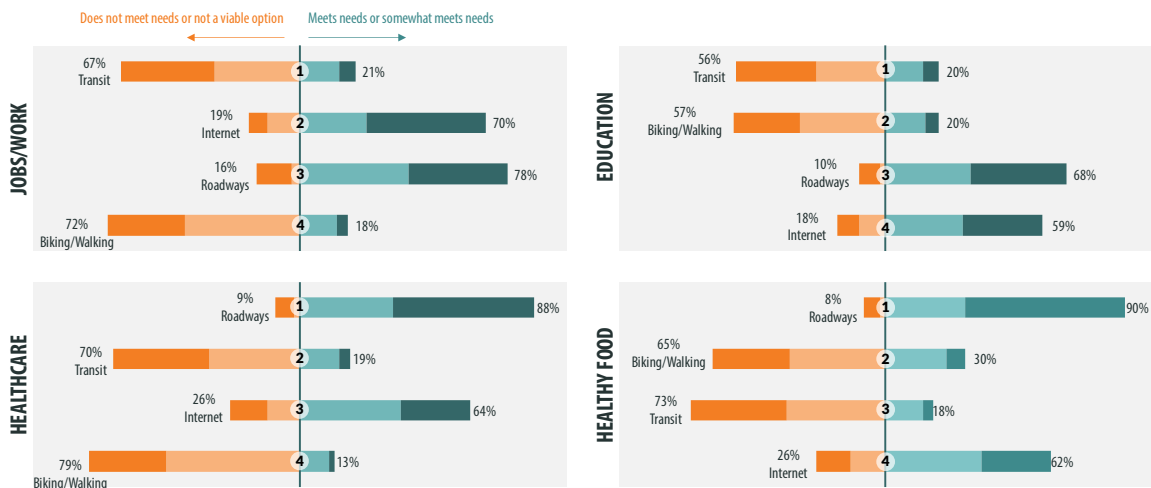
The transit system’s lack of competitiveness with automobiles and limited coverage, service hours, and frequencies top the rankings for transportation pain points.

Rank	What is your biggest pain point when it comes to transportation?	Score
1	Viability of options: an alternative to driving might exist, but is not viable in terms of cost, travel time, service hours, etc.	2.00
2	Availability of options: a mode choice is not available at all	2.11
3	Independence: whether you’re in control of when you leave/arrive, the route taken, etc.	2.38
4	Cost or affordability: how the cost of transportation compares to your budget or financial ability	3.04

Assessing Reported Travel Mode Preference with Effectiveness

This set of charts illustrates the relationship between transportation mode preferences (ranked on the axis from most desired to least desired) and their effectiveness in accessing key destinations such as jobs, education, healthcare, and healthy food. Each chart pairs a mode—**transit**, **roadways**, **walking/biking**, and **the internet**—with its reported success in reaching these critical services. Transit is reported as the most preferred mode for accessing **jobs** and **education**, though most respondents report the mode as not a viable option or not meeting their needs. **Roadways**, the reported preference for accessing **healthcare** and **healthy food**, reflect a need to be in total control of health-related trips, from time left, route taken, etc.; and the cultural tendency in the United States to purchase groceries in bulk, resulting in driving being necessary to bring them home. Interestingly, **the internet** emerges as a key mode, particularly for **jobs**, but serving as a vital way to access essentials. This indicates a growing reliance on digital solutions for services traditionally accessed via transportation, even if they are not a reported top preference.

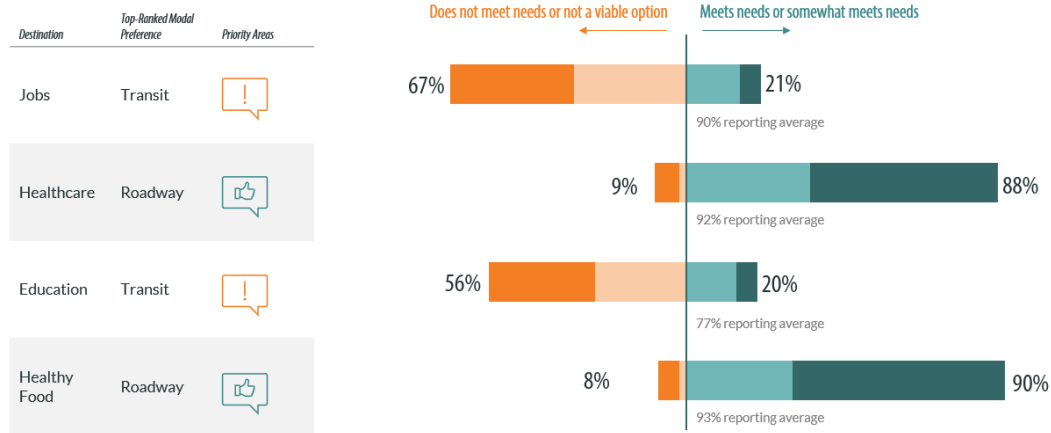
Overall, transit and active transportation are the most needed modal investments, according to members of the public.



The top-ranked transportation modes vary by destination

Transit is preferred for accessing jobs and education, while roadways are the top choice for healthcare and grocery trips. While roadways generally meet people’s needs, there’s a strong desire for alternatives to driving, reflecting growing interest in diverse transportation options.

DFW residents report that transit is the preferred way to access jobs and education but is not meeting their needs.



MOBILITY 2050

Source: Mobility 2050 non-statistically valid survey, n=2,955. Four ranking questions paired with a preference question to gauge how the transportation system is working for people. Totals do not include N/A responses, which are on average 12% of totals for each mode. Because of this exclusion, chart totals do not sum to 100%. Data represent a snapshot in time from November 2023 through September 25, 2024.

6

Broadening Community Participation

We have taken special care to ensure our public involvement process reaches all communities, particularly historically underserved populations. Our efforts include:

Multilingual Outreach: Surveys and materials are available in multiple languages, including Spanish and Vietnamese, to reach a broader range of residents in the DFW area.

Targeted Campaigns:

- Postcards sent to low-income and minority communities asking for input.
- Paper surveys placed in Spanish-speaking and low-internet access community libraries.
- Google SEO and Facebook ad campaigns to ensure digital access for a diverse audience.
- Public meetings, online tools, and in-person outreach events designed to accommodate as many perspectives as possible.

PLAN OVERVIEW: MOBILITY 2050

Mobility 2050 aims to strike a balance between public need, policy priority, and financial ability. The planning approach is rooted in an understanding that the region's transportation future must be shaped by both immediate and long-term needs, requiring careful calibration of our strategy. Here's a summary of key elements shaping the plan:

Public Need: Addressing Congestion and Preparing for Growth

- **Congestion Solutions:** Public input underscores the urgency of solving for current congestion, which will worsen without targeted interventions.
- **Investing in Alternatives:** We must also prepare for the region's future growth, projecting an increase from 8 million to 12 million residents. This growth demands investment in alternatives to driving, including public transit expansion and improved active transportation infrastructure.

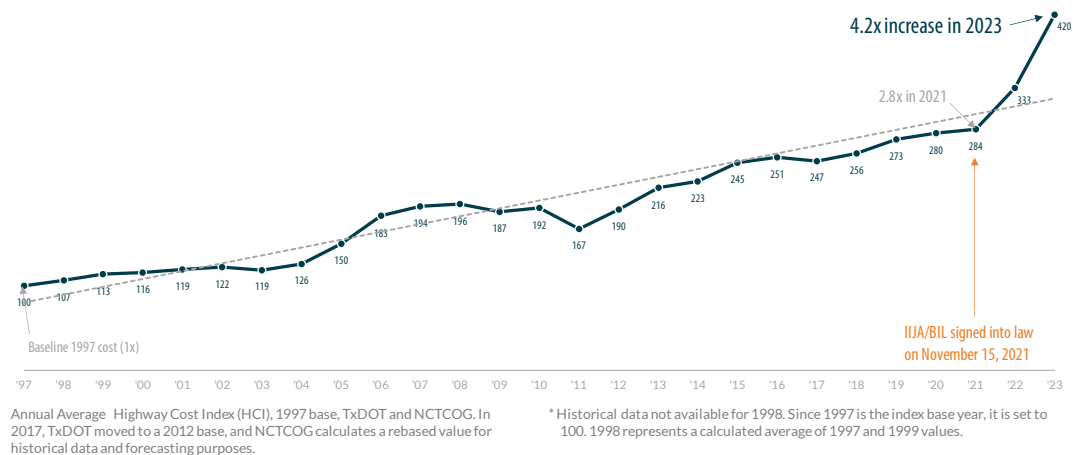
Policy Priority: Laying the Foundation for Diverse Strategies

- **A Multimodal Approach:** The complexity of our transportation challenges requires a range of solutions. Mobility 2050 prioritizes a mix of roadway improvements, transit investments, and enhancements to walking and biking infrastructure.
- **Addressing Air Quality and Safety:** Improving air quality and transportation safety are core policy priorities, particularly as the region seeks sustainable solutions that address the environmental impacts of our transportation system.

Financial Ability: Managing Costs and Prioritizing Projects

- **Increased Funding, Rising Costs:** While the Bipartisan Infrastructure Law and other programs have flooded the region with additional funding, rising costs due to inflation—up 26 percent since last year—will limit how much we can realistically achieve. Costs are now 4.2 times higher than in 1997, tempering the ability to deliver major projects as initially envisioned.
- **Waiting for Transit 2.0:** Our planning will incorporate any applicable findings from the ongoing Transit 2.0 study. This study is evaluating the funding and governance of future transit expansion and will guide Mobility 2050 and future plans on the path forward for transit implementation.

Even with increased funding, surging costs in the short term are likely to create financial constraint issues for this plan.



Regional Transportation Council Attendance Roster
October 2023 - September 2024

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Daniel Alemán Jr (01/22)	Mesquite	P	E(R)	P	P	P	P	A	P	P	P	E(R)	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	E(R)	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	E(R)	E(R)	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	A	P	P	A	P	E	P	E	A	E(R)	P
Elizabeth M. Beck (08/21)	Fort Worth	A	E	P	E(R)	P	E	P	A	P	P	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	E
Alan Blaylock (03/23)	Fort Worth	P	E	P	P	P	P	P	A	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	A	P	P	P	E(R)	P	P	E(R)	E(R)	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	E(R)	P	P	P	P	E	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	E(R)	P	E(R)	P	E	P	P
Pat Deen (07/24)	Parker	--	--	--	--	--	--	--	--	--	P	P	P
Andy Eads (1/09)	Denton County	P	E	P	E	P	P	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	P	P	P	P	P	P	P	A	P
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	--	A	P	E	A	E	E(R)
Gary Fickes (12/10)	Tarrant County	E	E	P	P	P	P	E	P	E(R)	E	P	E
George Fuller (07/17)	McKinney	E(R)	P	E	E	P	E	P	P	A	P	A	A
Raul H. Gonzalez (09/21)	Arlington	P	P	P	E(R)	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	E	P	A	P	P	P	E	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	E	A	P	P	P	E	P	E
Clay Lewis Jenkins (04/11)	Dallas County	P	E(R)	E(R)	P	P	E	P	P	P	P	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	E	P	E(R)	P	P	E(R)	P	P	P
Jill Jester (08/24)	Denton	--	--	--	--	--	--	--	--	--	--	P	A
Brandon Jones (05/21)	Lewisville	P	P	P	P	A	A	P	P	P	P	P	P
Brad LaMorgese (07/22)	Irving	P	P	P	E	E	E	E	P	E	E	P	E
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	--	--	--	P	E(R)	P	P	P
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	--	--	--	--	--	P	P	E(R)
Cara Mendelsohn (07/20)	Dallas	A	P	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)		--	--	--	--	--	--	--	--	--	--	P	P
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	--	--	--	--	--	E	P	P
Ed Moore (07/22)	Garland	P	P	E	P	P	E	P	E	P	P	P	P
Matthew Porter (07/24)	Wylie	--	--	--	--	--	--	--	--	--	P	P	P
John Muns (6/23)	Plano	P	E	P	A	A	A	P	P	P	A	P	P
Omar Narvaez (09/21)	Dallas	P	P	A	P	P	P	P	P	E	P	P	E(R)
Manny Ramirez (1/23)	Tarrant County	P	E	P	E	E	P	P	P	P	E	E	E

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Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	--	P	P	E	P	P	E	P
Jim R. Ross (07/21)	Arlington	P	E(R)	P	P	P	P	E(R)	P	P	P	E(R)	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	P	P	E(R)	P	P
Gary Slagel (11/23)	DART	--	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	--	--	--	--	--	P	P	P
Jeremy Tompkins (10/19)	Euless	P	E(R)	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	E	P	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	A	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	E	P	P	P	E	P	A(R)	P	E	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
September 2023 - September 2024

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Rifat Alam	Lancaster	--	--	--	--	--	--	--	--	--	P	*	P
Joe Atwood	Hood County	A	A	A	P	A	P	P	P	A	P	*	P
Melissa Baker	Irving	R	P	P	P	R	R	E	P	P	P	*	P
James Bell	Grand Prairie	--	--	--	--	--	--	--	--	--	--	--	P
David Boski	Grand Prairie	--	--	--	--	--	--	--	--	--	--	--	P
Shon Brooks	Waxahachie	P	A	P	P	P	P	P	A	P	P	*	A
Tanya Brooks	DART	A	P	P	P	P	P	P	P	P	R	*	R
Matt Bryant	City of Duncaville	--	--	--	--	--	--	--	P	A	A	*	P
Daniel Burnham	Arlington	P	A	P	R	P	P	P	R	P	R	*	P
Farhan Butt	Denton	--	--	--	--	P	P	P	P	P	P	*	P
Brenda Callaway	Rockwall County	--	--	--	--	P	P	P	P	P	P	*	P
Travis Campbell	TxDOT Dallas	P	P	P	E	P	P	P	P	P	P	*	P
Robert Cohen	Southlake	A	P	A	A	A	P	A	A	A	A	*	A
John Cordary, Jr.	TxDOT FW	P	A	P	E	P	P	A	P	A	P	*	P
Clarence Daugherty	Collin County	P	R	A	P	P	P	P	R	P	P	*	P
Chad Davis	Wise County	A	A	P	P	A	P	A	A	P	P	*	A
Arturo Del Castillo	Dallas	A	P	R	R	P	P	P	P	A	P	*	A
Pritam Deshmukh	Richardson	P	P	P	P	P	P	P	E	P	A	*	P
Greg Dickens	Hurst	A	A	R	R	A	A	A	R	A	R	*	A
Phil Dupler	FWTA	P	R	P	P	P	P	P	P	P	P	*	P
Chad Edwards	Trinity Metro	E	P	R	P	R	P	P	P	P	R	*	P
Martiza Figy	Dallas	--	A	A	A	A	A	A	A	A	A	*	A
Eric Fladager	Fort Worth	P	P	A	A	P	A	P	P	P	P	*	P
Chris Flanigan	Allen	A	P	P	P	P	P	P	P	P	A	*	P
Austin Frith	DCTA	--	--	--	P	P	P	P	R	A	R	*	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	*	P
Gary Graham	McKinney	P	R	P	P	P	R	P	R	A	R	*	P
Scott Hall	Tarrant County	--	--	--	--	--	--	--	--	P	P	*	P
Tom Hammons	Carrollton	P	A	P	P	P	P	P	P	P	A	*	P
Ron Hartline	The Colony	A	P	A	A	A	P	P	A	R	A	*	A
Barry Heard	Kaufman County	P	P	P	P	A	P	P	P	P	P	*	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	A	P	*	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	*	P
Jeremy Hutt	Cleburne	P	A	P	P	P	A	P	P	P	P	*	P
Thuan Huynh	McKinney	P	P	P	P	P	P	P	R	A	P	*	P
Joseph Jackson	Tarrant County	P	P	P	P	P	E	P	A	P	P	*	P
Joel James	NTTA	P	P	A	A	A	P	R	P	P	A	*	P
William Janney	Frisco	P	A	P	A	A	P	P	P	P	A	*	P

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Kelly Johnson	NTTA	P	A	P	P	A	A	A	A	A	P	*	A
Major L. Jones	Eules	P	A	P	P	A	A	P	A	P	A	*	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	*	P
Alonzo Liñán	Keller	A	A	A	A	A	A	A	P	A	A	*	A
Eron Linn	DART	P	P	P	P	P	E	P	E	P	P	*	P
Clay Lipscomb	Plano	A	P	A	R	P	P	P	A	P	A	*	P
Paul Luedtke	Garland	P	P	A	P	P	P	P	E	P	P	*	P
Stanford Lynch	Hunt County	R	P	R	P	P	A	R	P	R	R	*	P
Chad Marbut	Weatherford	P	P	P	P	P	P	P	P	P	P	*	P
Alberto Mares	Ellis County	P	P	P	P	P	P	P	A	P	P	*	P
John Mears	Mesquite	--	--	--	--	--	--	--	--	P	A	*	A
Brian Moen	Frisco	P	P	P	P	P	P	P	P	A	P	*	P
Mark Nelson	Richardson	P	P	P	P	P	P	P	P	P	P	*	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	A	*	P
Alfredo Ortiz	Dallas	--	--	--	P	P	P	A	A	P	A	*	P
Cintia Ortiz	Parker County	A	A	A	A	A	P	P	P	A	A	*	P
Martin Phillips	Fort Worth	E	E	P	P	E	P	E	P	E	P	*	P
John Polster	Denton County	P	P	A	P	P	P	A	A	P	P	*	A
Kelly Porter	Fort Worth	P	E	P	P	P	P	P	P	E	P	*	P
Tim Porter	Wylie	P	P	P	P	A	R	R	P	R	R	*	A
Minesha Reese	Dallas County	--	--	--	--	--	--	--	--	--	--	--	P
Elizabeth Reynolds	Grapevine	P	P	P	P	P	P	P	P	P	P	*	E
James Rogge	City of Mansfield	--	--	--	--	--	--	--	--	A	P	*	P
Jahor Roy	Mesquite	P	A	P	P	P	P	P	P	A	A	*	A
Greg Royster	DFW Int. Airport	P	P	P	P	P	P	A	P	A	R	*	R
Kathryn Rush	Dallas	P	A	A	P	R	P	P	A	A	A	*	P
David Salmon	Lewisville	R	P	R	P	P	R	A	R	P	R	*	R
Brian Shewski	Plano	P	P	P	P	P	P	R	P	P	P	*	P
Ray Silva-Reyes	Farmers Branch	--	--	--	--	--	--	--	P	P	P	*	P
Chelsea St. Louis	Fort Worth	--	--	--	--	P	P	P	P	A	P	*	E
Cheryl Taylor	Bedford	A	P	P	P	P	A	A	A	A	A	*	A
Errick Thompson	Burleson	--	--	A	P	P	P	P	P	P	P	*	P
Caleb Thornhill	Plano	R	P	A	P	P	A	P	P	P	A	*	A
Dave Timbrell	Garland	--	--	--	--	--	--	--	E	A	A	*	A
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	*	A
Jennifer VanderLaan	Johnson County	P	P	P	P	P	P	P	P	P	A	*	P
Gregory Van	Haltom City	P	P	P	P	P	P	R	P	R	P	*	R
Daniel Vedral	Irving	R	P	P	P	P	P	E	P	R	P	*	P
Caroline Waggoner	North Richland	A	A	A	P	P	P	P	A	P	P	*	A
Todd Weinheimer	Town of Addison	--	--	--	--	--	--	--	--	P	P	*	P
Jana Wentzel	Arlington	P	P	P	P	P	P	P	P	R	P	*	P
Robert Woodbury	Cedar Hill	P	A	P	A	P	A	R	P	A	A	*	P

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Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	*	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	*	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 23, 2024

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 23, 2024, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of July 26, 2024, Minutes:** The minutes of the July 26, 2024, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Paid Education Campaigns for Fiscal Year 2025:** Whitney Vandiver, with North Central Texas Council of Governments (NCTCOG), sought the Committee's support for the Regional Transportation Council's (RTC) recommendation to the NCTCOG's 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. 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 provided more detail.
 - 2.2. **November 2024 Transportation Improvement Program Modification Cycle:** Charles Marsh, with North Central Texas Council of Governments (NCTCOG), requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2024 revisions to the 2025-2028 TIP were provided in 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.

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

Ernest Huffman, with North Central Texas Council of Governments (NCTCOG) requested 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. Since 2017, staff have 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 requested 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 provided additional information on this item.

A motion was made to recommend the Regional Transportation Council's approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Robert Woodbury (M); Kelly Porter (S). The motion passed unanimously.

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

Karla Windsor, with North Central Texas Council of Governments (NCTCOG) requested Committee endorsement of the Regional Transportation Council's (RTC) 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. 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 provided an overview of the proposed regional planning grant that will be submitted by the NCTCOG. Total project cost is \$2 million. The grant application requested \$1.6 million in federal funds, supported by \$400,000 of 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 was contained in Electronic Item 3.

There were no questions or comments on this item.

A motion was made to recommend Regional Transportation Council's (RTC) endorsement of the North Central Texas Council of Government (NCTCOG) planning grant application for the Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program; the use of \$400,000 in RTC Local funds for non-federal match should the project be selected for

funding; and approve staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP, along with other planning/administrative documents to incorporate these changes should the project be selected for funding. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

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

Jenny Narvaez and James McLane, with North Central Texas Council of Governments (NCTCOG) requested 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. 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.

A question was asked by Gus Khankarli about the numbers still being influenced by COVID, and if the presenters could review the data excluding the last three years versus the full five years and examine the difference.? Jenny Narvaez responded that the numbers are fluctuating. James McLane responded with some of these measures have been pretty much a full recovery from the pandemic, but still trying to ascertain what kind of a new normal will be for some of these measures. It was noted that North Central Texas Council of Governments doesn't have enough post pandemic data to really make an educated or informed decision about what that new normal is and should look like. Michael Morris also responded that we are still in the shadow of COVID, the data isn't as clean, and the transit ridership will come back with the return of workers along with all of the things transit agencies are doing. He noted that we don't know what the new normal will be yet. He suggested that between now and the next Regional Transportation Council meeting, the trend of the most recent data will have good enough quality to present.

A motion was made to recommend Regional Transportation Council's (RTC) approval of reaffirming the existing 2026 targets for the following PM3 measures: Peak-hour excessive delay for the Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urban Areas; Non-Single Occupant Vehicle travel for the Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urban Areas; and On-road mobile source emissions reductions (Cumulative) for the following pollutants: Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). The motion passed unanimously.

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

Trail: Karla Windsor, with North Central Texas Council of Governments (NCTCOG) requested 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 also included 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. The application would include a new section of the Cotton Belt Trail and repackage the trail sections from the pending federal Active Transportation Infrastructure Investment

Program (ATIIP) grant that has been submitted but no awards made. Staff requested to reapply the local match that was authorized for that application to this project if ATTIP is not selected for funding and the RCP project is selected for funding. 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. Funds are available for up to 50% of the cost of the project and a 50% match is required. 30% of the 50% match can be other federal funds. Staff provided 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 was provided in Electronic Item 5.

Michael Morris reaffirmed in order to maximize the 50-50 deal being integrated into both of the applications together into a new application as part of the particular process in order to hit the \$25 million target, the \$4.3 million that was previously approved for the other section would be moved into this particular section. Karla Windsor noted that the funding for the Reconnecting Communities Pilot program is closer to \$450 million, and the Active Transportation Infrastructure Investment Program had less than \$50M nationwide so the odds of being selected for funding were slim.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the partnership with Dallas Area Rapid Transit (DART) to submit the United States Department of Transportation 2024 Reconnecting Communities Pilot (RCP) 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 \$1.6 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award; to direct staff to keep the previously approved match funding for the pending Active Transportation Infrastructure Investment Program application available to be used with the RCP application, if awarded funding, and direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Tom Hammons (M); Mark Nelson (S). The motion passed unanimously.

6. Work Zone Data Exchange Implementation Call for Projects:

Vickie Morris, with North Central Texas Council of Governments (NCTCOG), requested a recommendation for Regional Transportation Council (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects. In March 2022, a procurement was issued to secure vendors through the NCTCOG's 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 was provided in Electronic Item 6.

The Chair, Gus Khankarli, drew attention to the vendor workshop on September 17, 2024, requesting an announcement be made with the time and method of the meeting. Vickie Morris responded that after the Regional Transportation Council approves, the vendor workshop will be announced but noted that the meeting will be a hybrid meeting.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects. Brian Moen (M); Clarence Daugherty (S). The motion passed unanimously.

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

Shawn Dintino, with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval of the Fiscal Year 2024 (FY2024) Public Transportation Funding Programs of Projects. 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 included additional information. Electronic Item 7.2 contained the proposed FY2024 Programs of Projects.

Karina Maldonado, representing Austin Frith, Denton County Transit Authority, asked if there's been an update on the balances for the Transportation Development Credits (TDC) lately? Shawn Dintino responded that they are undergoing that process now, updating where the TDC stands as far as the recent Transportation Improvement Program (TIP) cycles that have happened, and TDC's have been awarded through those. There was general concern and reference made to adjust the numbers based on the meeting with the Federal Transit Administration and has been requested for the numbers to be sent to Brian Moen, City of Frisco in advance of the next Regional Transportation Council meeting. Chair Gus Khankarli, Director of Transportation, City of Dallas, requested amending the motion for the Surface Transportation Technical Committee meeting on August 23, 2024, with some flexibility as needed to adjust those particular numbers.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the proposed funding for the Fiscal Year 2024 Programs of Projects; and to administratively amend for the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other planning/administrative documents with flexibility as needed to incorporate this funding on these projects. Karina Maldonado (representing Austin Frith) (M); Robert Woodbury (S). The motion passed unanimously.

8. Director of Transportation Report on Selected Items:

Michael Morris with North Central Texas Council of Governments (NCTCOG) highlighted the following narrative at the meeting by mentioning that along with Commissioner Duncan Webb, they met with the Texas Transportation Commission and received \$747 million in Category 12 funds in the Unified Transportation Program. Michael highlighted the updated and corrected data for Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. Additional details were provided in Electronic Item 8.1. He mentioned connecting the Dots: High-Speed Rail, Transit 2.0, and 2050 Demographics Forecast between Dallas, Arlington, and Fort Worth. He noted that NCTCOG was not selected under the environmental protection agency climate pollution reduction grants implementation program. He noted the success of the Regional Transportation Council's 50th

Anniversary Celebration, and there's still a current hold on Regional Transportation Council Policy – temporary suspension of dynamic pricing of managed lanes during reconstruction. Concern was expressed regarding the selected Regionalism: interest and equity from the July Surface Transportation Technical Committee meeting. The Director's Report item on Transit 2.0 Implementation – Next Steps with an Electronic Item 8.2 was not mentioned as it was presented in Agenda Item 10.

John Polster expressed gratitude to Michael Morris for covering his concerns that he brought up with regionalism.

9. Railroad Crossing Elimination Program – Discretionary Grant Funding:

Michael Johnson with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval to submit a project in the Railroad Crossing Elimination Program (RCEP). Applications are due to the United States Department of Transportation (US DOT) by September 23, 2024. 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 included the proposed action in Electronic Item 9.

There were no questions or comments on this item.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the submittal of Ennis Avenue/Union Pacific Railroad Grade Separation Project for funding consideration through the Fiscal Year (FY) 2023/2024 Railroad Crossing Elimination Program (RCEP); and to administratively amending North Central Texas Council of Governments 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. John Polster (M); Kelly Porter (S). The motion passed unanimously.

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

Rebekah Gongora and Michael Morris, with North Central Texas Council of Governments (NCTCOG), provided information on the significant progress that's underway. The staff director highlighted the tasks associated with Transit 2.0 and the role of the Regional Transportation Council in the implementation of each task. Rebekah Gongora highlighted the Legislative Program. Electronic Item 10.1 provided additional information on Transit 2.0 and Electronic Item 10.2 provided the schedule for the legislative program.

A comment was noted by Mark Nelson with the City of Richardson, would be interested in receiving copies of the Transit Legislative program. Michael Morris responded that Toni Stehling will send the draft from Ken Kirkpatrick to all of the Surface Transportation Technical Committee members along with the Transit 2.0 contacts. Chad Edwards with Trinity Metro highlighted the comments on the Legislative agenda and Transit 2.0 were due on Monday, August 19, 2024.

11. **Fast Facts:**

Staff provided brief information on the material provided for each of the following topics.

1. Daniela Tower highlighted the 2024 Ozone Season Update with being in the 25th week of the ozone season, as of Friday, August 23, 2024, at a design value of 82. That means we have officially surpassed last year's design value at the monitors in Fort Worth, Northwest, and Eagle Mountain Lake, with ozone exceedance days that summarizes to two purple days for the season six red days and twenty-seven orange days. Details provided in Electronic Item 11.1.
2. Irlenia Hermosillo updated the Committee on the Emissions Reduction Incentive Grants program and the Texas Volkswagen Environmental Mitigation Program are both accepting applications through October 29, 2024. These programs provide funding to repower or replace older locomotives, marine vessels, stationary equipment or non-node equipment to reduce emissions in Texas. These are both competitive grants with limited funding available, the emissions reduction incentive grants programs funding amount is up to 80 percent of the incremental project cost, and the Texas Volkswagen Environmental Mitigation programs funding amount is up to 100 percent of the incremental project cost for governmental entities, and up to 75 percent for non-governmental entities. More information on both programs can be found on the website for the Air Quality Funding Opportunities: www.nctcog.org/AQfunding.
3. Irlenia Hermosillo provided an update on the Upcoming Dallas-Fort Worth Clean Cities Events by bringing attention to the annual national Drive Electric Week is hosting at the Tanger Outlets in Fort Worth on October the 6, 2024 from 10:00 am to 2:00 pm. To learn more about this event, please go to the link in the event page: <https://www.dfwcleancities.org/events>.
4. Jackie Castillo noted for the July Public Meeting Minutes, that a hybrid public meeting was held on Monday, July 8, 2024. Staff presented information related to the regional 10-year Plan Access North Texas Transit Strategic partnerships and Charging Smart. Electronic Item 11.2 is a collection of comments received on the mentioned topics.
5. Jackie Castillo announced North Central Texas Council of Governments will be hosting a public meeting here on Monday, September 9, 2024, at noon. Staff will present information related to transportation planning and air quality initiatives. For more information, please see the September Public Meeting Notice provided in Electronic Item 11.3.
6. Jackie Castillo provided an update on the June – July Public Comments Report. The public comment report is a collection of general comments submitted by members of the public from Thursday, June. 20, 2024, through Friday, July 19, 2024. Comments and questions can be submitted via Facebook, Twitter, fax, e-mail, online and in person at the monthly Regional Transportation Council meeting. Comments related to air quality and roadways were in the majority. For more information, please see Electronic Item 11.4, provided in the packet.
7. Written Progress Reports: Partner Progress Reports were provided in 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.***

The meeting was adjourned at 2:59 p.m.