

local match on projects and programs with federal funding. Once TDCs come to the region, they are allocated into several categories with various goals. North Central Texas Council of Governments staff proposes to make allocation adjustments to several of those categories. Details on the proposed changes can be found in [Electronic Item 3.1.1](#). The TDC Annual Report, which must be submitted annually to TxDOT, is included as [Electronic Item 3.1.2](#). [Electronic Item 3.1.3](#) contains correspondence sent to TxDOT requesting additional TDCs be allocated to the region.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of seven amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on seven proposed FFCS amendments within the TxDOT Dallas and Fort Worth districts. These amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving North Central Texas Council of Governments staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes are included in [Electronic Item 3.2](#). The Surface Transportation Technical Committee recommended approval of these changes at its January 24, 2025, meeting.

Performance Measure(s) Addressed: Roadway, Safety

3.3. Regional Transportation Council Local Backstop Funding for Small Transit Operators

Presenter: Dawn Dalrymple, NCTCOG

Item Summary: Staff is requesting Regional Transportation Council (RTC) approval for use of \$200,000 RTC Local funding to continue critical transit services in the region.

Background: North Central Texas Council of Governments (NCTCOG) is working with the Federal Transit Administration (FTA) to obligate over \$6,800,000 in federal funding for small transit providers who operate through subrecipient agreements with NCTCOG. This funding was programmed by the RTC, but is not available for drawdown because it is not yet included in executed grant agreements. Delays in federal grant agreement execution have led to significant gaps in federal funding for small transit operators, providing critical transit services between urban and rural areas. These small transit providers are making adjustments where possible to maximize other funding sources but may be faced with requirements to reduce urbanized area services if federal funds are not made available quickly. Staff is requesting authorization to utilize RTC Local funds in an amount not to exceed \$200,000 as a backstop pending execution of federal grant funds to ensure the continuation of urban transit services in the region. More details can be found in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Transit

1:20 – 1:25

4. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

1. Recognition of John Hudspeth, Deputy District Engineer, Texas Department of Transportation, Dallas District
2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Update ([Electronic Item 4.1](#))
3. Staff Work on Awarded Discretionary Grants, Federal Agencies, Federal Courts, and Presidential Executive Orders

4. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.2](#))
5. Correspondence with the Texas Commission on Environmental Quality ([Electronic Item 4.3](#))
6. Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.4](#))
7. Dallas-Fort Worth Clean Cities Annual Survey ([Electronic Item 4.5](#))
8. Dallas-Fort Worth Clean Cities Coalition Redesignated by the Department of Energy ([Electronic Item 4.6](#))
9. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
10. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
11. January Public Meeting Minutes ([Electronic Item 4.7](#))
12. December – January Public Comment Report ([Electronic Item 4.8](#))
13. February Public Meeting Notice ([Electronic Item 4.9](#))
14. Recent News Articles ([Electronic Item 4.10](#))
15. Recent Correspondence ([Electronic Item 4.11](#))
16. Recent Press Releases ([Electronic Item 4.12](#))

1:25 – 1:35

5. **Work Zone Data Exchange 2024 Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Vickie Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the 2024 Work Zone Data Exchange Call for Projects selection and east/west funding split.

Background: In March of 2022, a procurement was issued to secure vendors through the North Central Texas Council of Governments' TXSHARE Cooperative Purchase for Work Zone Data Exchange (WZDx). 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 in federal funding to award local governments to implement WZDx services to continue to make progress in this area. On September 16, 2024, the 2024 Work Zone Data Exchange Call for Projects opened, and projects were due by November 15, 2024. Submissions were received and reviewed by staff. Additional information is provided in [Electronic Item 5.1](#) and a listing of the project recommendations are provided in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Roadway, Safety

1:35 – 1:45

6. **Transportation Authority Funding Affirmation**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) approved the Legislative program in October 2024, with direction to bring back language, “Protect existing transportation authority dedicated funding.”

Background: [Electronic Item 6.1](#) contains the three parallel efforts to bring consensus on transportation authority funding. [Electronic Item 6.2](#) contains a Transportation Authority Transit 2.0 partnership approach presented to Transit Authority Boards. In addition, staff will present State Implementation Plan commitments, Transportation Control Measures, Weight of Evidence, and scheduled upcoming fines to private sector industries. This combined information proposes an affirmation of the October 2024 RTC position quoted above.

Performance Measure(s) Addressed: Transit

1:45 – 1:55

7. **Federal and State Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

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

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Staff will provide an update on key legislative positions of the Regional Transportation Council. The 1st session of the 119th United States Congress convened on January 3, 2025. The 89th Texas Legislature convened on January 14, 2025. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Administrative

1:55 – 2:15

8. **Mobility 2050: Draft Recommendations**

Action Possible Action Information Minutes: 20

Presenter: Brendon Wheeler, NCTCOG

Item Summary: A summary of the Financial Plan and draft Roadway Recommendations will be presented as a part of the development of Mobility 2050, the region’s next long-range transportation plan.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan to a minimum of every four years and forecast at least 20 years into the future. Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, currently under development, must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25 9. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will present an update on two groups of federally required performance measures: Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3).

Background: In 2022, the Regional Transportation Council (RTC) adopted 2024 and 2026 targets for two sets of federally required performance measures commonly known as PM2 and PM3. PM2 includes measures related to pavement and bridge condition, while PM3 includes measures related to roadway system performance, freight, and air quality. North Central Texas Council of Governments (NCTCOG) now has an opportunity to adjust or reaffirm the previously adopted 2026 targets, if appropriate, based on new data and analysis methodologies. As RTC took action to reaffirm 2026 targets for a subset of PM3 measures in September 2024, this item will cover the remainder of the PM3 measures not included with that action. Observed progress for the measures will be provided along with a proposal to reaffirm existing targets for the remainder of the current reporting period. See [Electronic Item 9](#) for more information.

Performance Measure(s) Addressed: Goods Movement, Roadway

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 10.1](#))
- STTC Attendance and Minutes ([Electronic Item 10.2](#))

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, March 13, 2025.**

MINUTES**Regional Transportation Council
Thursday, January 23, 2025**

The Regional Transportation Council (RTC) met on Thursday, January 23, 2025, at 9:30 am in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following RTC members or representatives were present: Bruce Arfsten, Steve Babick, Adam Bazaldua, Alan Blaylock, Tandy Boroughs (representing Daniel Alemán), Ceason Clemens, Michael Crain, Jeff Davis, Pat Deen, Vernon Evans, Renee Franklin (representing Michael Evans), Raul Gonzalez, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Ray E. Marcus (representing Tammy Meinershagen), Ed Moore, Jesse Moreno, Omar Narvaez, Tito Rodriguez, Jim Ross, David Salazar, Nannette Samuelson (representing Rick Bailey), Michael Schaeffer (representing Matthew Porter), Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, Chad West, and Cheryl Williams (representing Duncan Webb).

Others present at the meeting were: Vickie Alexander, Berrien Barks, Carli Baylor, Alberta Blair, Angie Carson, Dina Colorossi, Tara Crawford, Angela Cruz, Clarence Daugherty, Gwen Dorko, Chad Edwards, Eric Gault, Tony Hartzel, Robert Hinkle, Mark Holliday, Joel James, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Eron Linn, Terry Lynne, Dillon Maroney, Rich Matyiku, Malcolm Mayhew, Michael Morris, Randy Morrison, Mark Nelson, Cintia Ortiz, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Harlinda Resendz, Sidney Sonch, Toni Stehling, Amanda Wilson, Brian Wilson, Hannah Witcher, and Marcus Wood.

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. Chair Jenkins noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of December 12, 2024, Minutes:** The minutes of the December 12, 2024, meeting were approved as submitted in Electronic Item 2. Ed Moore (M); Jesse Moreno (S). The motion passed unanimously.

3. **Consent Agenda**

- 3.1. **Amtrak Heartland Flyer Funding Shortfall:** This item contained a request for Regional Transportation Council (RTC) approval of \$100,000 in Regional Toll Revenue funds for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City to ensure there are no service disruptions. In addition, staff sought RTC's approval to inform the Legislature that the Texas Department of Transportation's request for funding was inadequate.
- 3.2. **Funding for Riverfront Boulevard Cost Overrun:** This item contained a request for Regional Transportation Council approval of \$12,401,658 in Dallas County Regional Toll Revenue (RTR) funding to cover a cost overrun at letting on the Riverfront Boulevard project with local funds covering the remainder of the gap, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding. In addition, staff requested additional cost overruns must be covered by Dallas County and/or the City

of Dallas. Staff requested Dallas County and the selected construction company to monitor communication on the location of utilities that may impact column placement for high-speed rail.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Steve Babick (M); Tito Rodriguez (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 6.
 1. Transit 2.0 Policy Oversight Preparation for February Action
 2. \$60 Million Received from Environmental Protection Agency Clean Heavy-Duty Vehicle Program
 3. Department of Defense \$4 Million Noise Mitigation Award for Elementary Schools in Lake Worth and White Settlement
 4. Transportation Research Board January 5, 2025, (Washington, D.C.): Integrating Operational Change into Transportation Agencies to Optimize Project Delivery (Michael Morris and Ceason Clemons)
 5. Sandy Wesch Celebration of Life: January 24, 2025, at 3:30 p.m.
 6. Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing No Longer Requested
 7. Local Clean Air Project Spotlight
 8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
 9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
 10. November – December Public Comment Report
 11. January Public Meeting Notice
 12. Recent News Articles
 13. Recent Press Releases

Michael introduced Matt Krause, Commissioner with Tarrant County. He noted the Presidential Executive Orders on all of the projects that have been funded through Federal Legislation, a limited number of holds were placed on Electric Vehicles and Energy. Michael announced the August 2025 Regional Transportation Council meeting will be held August 7, 2025, to coincide with the Irving Infrastructure Summit.

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

A motion was made to approve of proposed projects to submit for funding consideration through Fiscal Year (FY) 2025 Rebuilding American Infrastructure with Sustainability (RAISE) and Equity Program: State Highway (SH) 183/SH 356/Belt Line Road Interchange, Ennis Avenue/United Pacific Rail Road grade separation, SH 183 – Pumphrey Drive Reconstruction Project, along with allocation of new Regional Transportation Council funds for SH 183/SH 356/Belt Line Road Interchange; \$100 million in Category 2/Surface Transportation Block Grant (STBG) Program/Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds (including \$20 million non-federal match) via future Regional 10-Year Plan/Unified Transportation Program (UTP) updates and/or Transportation Improvement Program (TIP) revisions; \$70 million in Regional Toll Revenue (RTR) funds, specifically surplus revenues from the SH 183

corridor; and to administratively amend North Central Texas Council of Governments and State TIPs, as well as other planning and administrative documents, to include proposed projects and funding if selected for FY 25 RAISE Grant awards. Jeremy Tompkins (M); Ed Moore (S). The motion passed unanimously.

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

A motion was made to amend staff's recommendation for approval of up to \$1 million in Regional Transportation Council Local funds by allocating \$1 million with authorization to expend up to an initial \$250,000 and requiring staff to return to the RTC for approval of each additional \$250,000 increment. In addition, staff was directed to provide monthly updates on the status of the High-Speed Rail project and funding expenditures. Adam Bazaldua (M); Nannette Samuelson (S). The motion passed. Jim Ross, Raul Gonzalez, and Pat Deen opposed. The three members in opposition noted that their opposition was due to their preference to approve staff's initial request for approval of up to \$1 million dollars, not in incremental portions.

7. **Federal and State Legislative Update:** Rebekah Gongora provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
8. **New 511 Dallas-Fort Worth Traveler Information System:** Natalie Bettger provided an overview of the new 511 Dallas-Fort Worth (DFW) Traveler Information System highlighting the public-facing and agency user interface.
9. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 9.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 9.2.
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, February 13, 2025, at the North Central Texas Council of Governments.

Meeting adjourned at 11:04 a.m.

2024 TRANSPORTATION DEVELOPMENT CREDIT ANNUAL REPORT AND UPDATES TO TRANSPORTATION DEVELOPMENT CREDIT ALLOCATIONS

Regional Transportation Council
February 13, 2025

BACKGROUND

- Transportation Development Credits (TDC) are “earned” by the region when toll revenues are used to fund capital projects on public highways.
- They are eligible to “match” a federal funding award in lieu of the typical 20 percent cash match.
- TDCs are not money or cash, and they do not increase funding for a given project.
- The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs.
- A report detailing the amount of TDCs utilized in the previous fiscal year must be submitted to TxDOT each year.
- As of September 30, 2024 (the end of the most recent report), the Dallas-Fort Worth Region has 625,325,132 TDCs available for future allocation.

TDC BALANCES (AS OF FY2024 REPORT)

Category	Current Allocation	Awarded in 2013-2023	Awarded in 2024	Total Awarded	Remaining for Future Programming
1 - Strategic Awards to Small Transit Providers	41,000,000	23,702,596	4,526,908	28,229,504	12,770,496
2 - RTC has Revenue	60,000,000	42,380,635	14,777,873	57,158,508	2,841,492
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	16,691,115	0	16,691,115	0
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	100,000,000	0	100,000,000	50,000,000
5 - Regional Programs/Management and Operations	107,788,934	84,677,973	23,110,961	107,788,934	0
6 - MTP Policy Bundle	100,000,000	51,562,597	7,595,868	59,158,465	40,841,535
7 - For Future Reallocation	518,871,609	0	0	0	518,871,609
Total	994,351,658	319,014,916	50,011,610	369,026,526	625,325,132

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation• Clarify that this category is only intended for entities that do not have taxing authority (i.e., cities that are recipients of transit funds must utilize MTP Policy Bundle TDCs or provide a cash match)

CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 50,000,000

CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT

Goal	<ul style="list-style-type: none">• Generate local revolving fund to cash flow federal programs administered by NCTCOG
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation

CATEGORY 5: REGIONAL PROGRAMS/ MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 50,000,000

CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

Goal	<ul style="list-style-type: none">• Provide support to agencies that implement policies that further Mobility Plan objectives
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation

PROPOSED TDC ALLOCATION UPDATES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	41,000,000	0	41,000,000
2 - RTC has Revenue	60,000,000	+50,000,000	110,000,000
3 - Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	107,788,934	+50,000,000	157,788,934
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	518,871,609	-100,000,000	418,871,609
Total	994,351,658		994,351,658

REQUESTED ACTION - UPDATES TO TDC ALLOCATIONS

- RTC approval of the proposed TDC category changes, which would leave our MPO with 418.87 million TDCs for future allocation to the various categories

CONTACT INFORMATION

Christie Gotti

Senior Program Manager

(817) 608-2338

cgotti@nctcog.org

Brian Dell

Program Manager

(817) 704-5694

bdell@nctcog.org

Cody Derrick

Senior Transportation Planner

(817) 608-2391

cderrick@nctcog.org



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

November 27, 2024

David Salazar, P.E.
District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Ceason Clemens, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Noel Paramanatham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanatham:

Enclosed is the 2024 Transportation Development Credits (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in Fiscal Year 2024 by the Regional Transportation Council, which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the Regional Transportation Council anticipate awarding additional TDCs in 2025. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2024, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Program Manager or me at (817) 704-5601.

Sincerely,

Christie J. Gotti
Senior Program Manager

DN:bw
Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Shannon Hawkins, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2024)**

TDC Award Type	TDC Awarded Amount							
	Current Allocation	Awarded in 2013-2020	Awarded in 2021	Awarded in 2022	Awarded in 2023	Awarded in 2024	Cumulative Total Awarded	Remaining (for Future Programming)
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	18,846,382	2,623,023	88,335	2,144,856	4,526,908	28,229,504	12,770,496
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership; COVID Infrastructure Program	60,000,000	12,821,313	2,461,375	12,222,441	14,875,506	14,777,873	57,158,508	2,841,492
Category 3 - Local Agency Has Revenue	16,691,115	16,691,115	0	0	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	100,000,000	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	107,788,934	32,785,803	24,133,213	(290,307)	28,049,264	23,110,961	107,788,934	0
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	32,929,881	8,514,279	5,713,506	4,404,931	7,595,868	59,158,465	40,841,535
Category 7 - TDC Pool for Future Reallocation	518,871,609	0	0	0	0	0	-	518,871,609
Subtotal	994,351,658	214,074,494	37,731,890	17,733,975	49,474,557	50,011,610	369,026,526	625,325,132

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP²	528,865,436
Total TDCs Allocated to Dallas/Fort Worth MPO	994,351,658
Total TDCs Awarded as of September 30, 2024	(369,026,526)
Remaining TDC Pool for Future Programming	625,325,132

Notes:
 1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program
 2: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

Projects Approved with MPO Transportation Development Credits:						
TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12122.17	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2024	4,103	1
12122.18	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2019	2024	4,000	1
12205.24	5307 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	180,353	1
12206.23	5307 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	170,573	1
12241.23	5307 - PROJECT ADMINISTRATION	STAR TRANSIT	2025	2024	40,000	1
12241.24	5307 - PROJECT ADMINISTRATION	STAR TRANSIT	2025	2024	40,000	1
12247.23	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2025	2024	4,000	1
12247.24	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2025	2024	12,000	1
12375.23	5307 - PROJECT ADMINISTRATION	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	1,000	1
12483.17	5307 - ACQUISITION OF HARDWARE	STAR TRANSIT	2018	2024	(16,304)	1
12483.18	5307 - ACQUISITION OF HARDWARE	STAR TRANSIT	2019	2024	(5,420)	1
12484.17	5307 - ACQUISITION OF SOFTWARE	STAR TRANSIT	2018	2024	16,304	1
12484.18	5307 - ACQUISITION OF SOFTWARE	STAR TRANSIT	2019	2024	5,420	1
12484.23	5307 - ACQUISITION OF SOFTWARE	STAR TRANSIT	2025	2024	67,400	1
12484.24	5307 - ACQUISITION OF SOFTWARE	STAR TRANSIT	2025	2024	41,919	1
12576.18	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2019	2024	(56,951)	1
12576.21	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2024	1	1
12576.23	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2024	261,600	1
12576.24	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2024	240,098	1
12600.24	5307 - CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2025	2024	(64,000)	1
12600.25	5307 - CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2025	2024	64,000	1
12600.26	5307 - CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2026	2024	64,000	1
12600.27	5307 - CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2027	2024	64,000	1

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12600.28	5307 - CAPITAL COST OF CONTRACTING	NORTHEAST TRANSPORTATION SERVICES	2028	2024	64,000	1
12625.23	5307 - PREVENTIVE MAINTENANCE	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	28,000	1
12625.24	5307 - PREVENTIVE MAINTENANCE	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	76,000	1
12627.23	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2025	2024	109,000	1
12627.24	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2025	2024	95,867	1
12653.25	5310 - PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2025	2024	83,200	1
12653.26	5310 - PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2026	2024	83,200	1
12653.27	5310 - PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2027	2024	83,200	1
12653.28	5310 - PURCHASE OF SERVICE	NORTHEAST TRANSPORTATION SERVICES	2028	2024	83,200	1
12664.17	5307 - ACQUISITION OF HARDWARE	PUBLIC TRANSIT SERVICES	2018	2024	(4,103)	1
12664.18	5307 - ACQUISITION OF HARDWARE	PUBLIC TRANSIT SERVICES	2019	2024	(4,000)	1
12664.19	5307 - ACQUISITION OF HARDWARE	PUBLIC TRANSIT SERVICES	2020	2024	(4,000)	1
12666.23	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2025	2024	15,600	1
12666.24	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2025	2024	25,949	1
12678.23	5310 - PROGRAM ADMINISTRATION	NCTCOG	2025	2024	115,605	1
12696.16	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2017	2024	4,231	1
12696.19	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2020	2024	4,000	1
12696.23	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2025	2024	38,600	1
12696.24	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2025	2024	20,000	1
12710.16	5307 - ACQUISITION OF SIGNAGE	PUBLIC TRANSIT SERVICES	2022	2024	1	1
12711.24	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	48,000	1
12712.17	5307 - ACQUISITION OF HARDWARE	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	4,000	1
12712.24	5307 - ACQUISITION OF HARDWARE	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	8,000	1
12713.17	5307 - ACQUISITION OF SOFTWARE	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2024	(4,000)	1
12713.24	5307 - ACQUISITION OF SOFTWARE	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	22,404	1

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ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12716.23	5307 - ACQUISITION OF SIGNAGE	STAR TRANSIT	2025	2024	10,000	1
12717.19	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2024	100,000	1
12717.23	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2024	128,000	1
12717.24	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2024	55,872	1
12719.23	5310 - PURCHASE OF SERVICE - MESQUITE	STAR TRANSIT	2025	2024	97,015	1
12735.24	5307 - PROJECT ADMINISTRATION	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	6,000	1
12736.23	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2024	76,800	1
12737.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2024	(65,545)	1
12747.24	5307 - ACQUISITION OF HARDWARE	CITY/COUNTY TRANSPORTATION	2025	2024	5,405	1
12750.24	5307 - PROJECT ADMINISTRATION	CITY/COUNTY TRANSPORTATION	2025	2024	10,600	1
12752.18	5310 - MOBILITY MANAGEMENT	NCTCOG	2020	2024	(22,360)	1
12752.21	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2025	2024	93,860	1
12752.23	5310 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	646,656	1
12755.24	5307 - ACQUISITION OF SECURITY EQUIPMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	2,000	1
12766.16	5307 - ACQUISITION OF MISCELLANEOUS EQUIPMENT	PUBLIC TRANSIT SERVICES	2019	2024	(4,231)	1
12779.20	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2025	2024	(320,351)	1
12779.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2024	12,751	1
12782.23	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2024	2024	10,500	1
12782.24	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2025	2024	11,000	1
12786.24	5307 - PREVENTIVE MAINTENANCE	COMMUNITY TRANSIT SERVICES	2025	2024	2,000	1
12793.21	5339 - PROJECT ADMINISTRATION	NCTCOG	2022	2024	1	1
12793.23	5339 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	14,252	1
12793.24	5339 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	23,001	1
12808.19	5310 - MOBILITY MANAGEMENT	NCTCOG	2022	2024	(41,072)	1
12808.20	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2024	(43,505)	1
12808.23	5310 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	68,708	1
12813.23	5307 - GENERAL PLANNING	NCTCOG	2025	2024	40,000	1
12833.18	5307 - ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2019	2024	(10,000)	1
12833.24	5307 - ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2025	2024	2,000	1
12870.23	5307 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	170,573	1
12870.24	5307 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	180,353	1
12874.24	5307 - ACQUISITION OF SUPPORT VEHICLES	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	18,000	1
12875.19	5310 - PURCHASE OF SERVICE - DENTON COUNTY	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	265,224	1

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12875.20	5310 - PURCHASE OF SERVICE - DENTON COUNTY	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	234,777	1
12876.24	5307 - STRATEGIC PARTNERSHIP FUNDING	NCTCOG	2025	2024	367,712	1
12877.24	5339 - VEHICLE PROCUREMENT	NCTCOG	2025	2024	92,003	1
12886.24	5307 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	16,583	1
12887.24	5307 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	16,583	1
12888.24	5307 - PROJECT ADMINISTRATION	NCTCOG	2025	2024	8,446	1
12889.24	5307 - MOBILITY MANAGEMENT	NCTCOG	2025	2024	8,446	1
12900.22	5307 - TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	NCTCOG	2025	2024	(38,160)	1
12904.18	5307 - CAPITAL COST OF CONTRACTING - VIA	ARLINGTON	2020	2024	(170,000)	1
12915.19	5310 - MOBILITY MANAGEMENT-STRATEGIC PARTNERSHIPS	NCTCOG	2025	2024	331,530	1
12917.18	5307 - ACQUISITION OF BUS SHELTERS	PUBLIC TRANSIT SERVICES	2020	2024	(55,000)	1
12920.21	5310 - PURCHASE OF SERVICE - LITTLE ELM	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2024	30,426	1
12947.23	5310 - PURCHASE OF SERVICE -TCTS	TRINITY METRO	2025	2024	55,000	1
12968.23	5307 - PROGRAM ADMINISTRATION	CITY/COUNTY TRANSPORTATION	2025	2024	8,405	1
12974.19	5310 - ON-DEMAND SERVICES - ELLIS COUNTY	STAR TRANSIT	2025	2024	17,600	1
12989.24	5307 - GENERAL PLANNING	NCTCOG	2025	2024	25,000	1
12990.19	5307 - CONSTRUCTION OF PARKING FACILITY	STAR TRANSIT	2025	2024	(100,000)	1
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					4,526,908	
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2024	2024	627,500	2
			2025		690,000	
			2026		900,000	
11684.6	AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT MCKINNEY - PHASE 1; DALLAS PHASE 2; AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/ LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE	NCTCOG	2024	2024	(1,000,000)	2
11979.4	CLEAN FLEET TECHNOLOGIES PROGRAM INCLUDING REPLACEMENT/REPOWER/RETROFIT; IDLE-REDUCTION & OTHER EMISSIONS-REDUCTION TECHNOLOGIES; REFUELING INFRASTRUCTURE	NCTCOG	2016	2024	(76,529)	2

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
16005	LOVE FIELD SURFACE TRANSPORTATION PLANNING STUDY (MOCKINGBIRD) FROM SH 183 TO DALLAS NORTH TOLLWAY AND FROM STEMMONS FREEWAY TO MOCKINGBIRD LANE; STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE	NCTCOG	2025	2024	(15,000)	2
20003.1	MEANDERING WAY AT SILVER LINE RAIL CROSSING; INSTALL FLASHING OR LIT SIGNAGE FOR ENHANCED VISIBILITY AT MEANDERING WAY	DART	2025	2024	24,922	2
20003.2	SILVER LINE RAIL LINE FROM EXISTING TERMINATION OF SAFETY WALL TO WATERVIEW (UNIVERSITY PLACE WALL EXTENSION); EXTEND SAFETY WALL TO WATERVIEW	DART	2025	2024	200,000	2
20003.3	SILVER LINE ROADWAY/RAIL CROSSINGS FROM COIT ROAD TO HILLCREST ROAD; CONSTRUCT 6 FOOT SIDEWALKS ON EACH SIDE OF HILLCREST ROAD, ALONG COIT ROAD, AND IN QUIET ZONE AREA	DART	2025	2024	216,693	2
20003.4	ON COIT ROAD AT OSAGE PLZ COURT; CONSTRUCT NEW SIGNAL	DART	2025	2024	172,667	2
20003.5	COTTON BELT/SILVER LINE RAIL LINE FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO; CONSTRUCTION ENGINEERING FOR SILVER LINE RAIL	DART	2025	2024	45,820	2
21021	ON CHISHOLM TRAIL PARKWAY AT WORTH CREEK PARKWAY; CONSTRUCT INTERCHANGE	NTTA	2025	2024	(400,000)	2
			2026		(3,600,000)	
21086	ON N MCDONALD STREET FROM VIRGINIA ST TO LOUISIANA ST; CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	TXDOT-DALLAS	2027	2024	1,281,800	2
21094	CR 4668 AT BOBO'S CROSSING; RECONSTRUCT 2 TO 2 LANE ROADWAY, INCLUDING CONSTRUCTION OF BRIDGE TO ELEVATE THE ROADWAY OUT OF FLOOD PLAIN	TXDOT-FORT WORTH	2027	2024	2,400,000	2
21096	REGIONAL OUTER LOOP PARTNERSHIP; PLACEHOLDER FOR FUTURE PROJECT TO BE FUNDED IN EXCHANGE FOR ROCKWALL COUNTY FUNDING ENGINEERING AND ENVIRONMENTAL CLEARANCE FOR A PORTION OF THE REGIONAL OUTER LOOP (FM 1138 TO SH 276)	ROCKWALL COUNTY	2046	2024	(1,760,000)	2
24007	ON HARRY HINES BLVD AND WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD; UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	DALLAS	2025	2024	400,000	2
			2027		2,000,000	
24021	EVERMAN SAFE STREETS PROJECT; BOUNDED BY ENON AVENUE TO THE NORTH, OAK GROVE ROAD TO THE WEST, OAK GROVE-SHELBY ROAD TO THE SOUTH, AND FOREST HILL DRIVE TO THE EAST; CONSTRUCT BIKE/PED & TRAFFIC CALMING IMP INCL RESTRIPING TO REDUCE LANE WIDTHS, BIKE LANES, SIDEWALKS, CROSSWALKS & HAWK SIGNALS NEAR EVERMAN HS, EVERMAN ACADEMY HS, DAN POWELL EARLY LEARNING ACADEMY, ROY JOHNSON STEM ACADEMY, JW BISHOP ELEM & HOMMEL ELEM	FORT WORTH	2026	2024	100,000	2
			2029		830,000	

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24022	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE; CONSTRUCT SECOND BRIDGE AT EAST ENTRANCE TO NASJRB FORT WORTH	FORT WORTH	2026	2024	400,000	2
24032	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE; IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING USERS OF A HIGH PROBABILITY OF WATER POOLING , PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	NCTCOG	2025	2024	400,000	2
24034	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; CONSTRUCT TRAFFIC SIGNAL IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NCTCOG	2029	2024	6,000,000	2
24035	ON FOREST HILL DRIVE; FROM LON STEPHENSON ROAD TO SHELBY ROAD; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	TXDOT-FORT WORTH	2026	2024	500,000	2
			2029		4,000,000	
25002	TRINITY RAILWAY EXPRESS (TRE) RAIL STATIONS; TRE STATION UPDATES FOR RIDER AMENITIES INCLUDING IMPROVED SIGNAGE, LIGHTING, SECURITY, WAITING AREAS, AND PARKING ENHANCEMENTS TO FACILITATE UTILIZATION OF TRANSIT FOR EVERYDAY & SPECIAL EVENTS RIDERS	DART	2025	2024	200,000	2
25012.1	ON EAST ROSEDALE STREET AT VEAL STREET; REALIGN INTERSECTION	FORT WORTH	2029	2024	150,000	2
25012.3	ON EAST ROSEDALE STREET AND VEAL STREET; CONSTRUCT TRANSIT PORTICO STATION, INCLUDING REAL-TIME ARRIVAL/DEPARTURE INFORMATION	TRINITY METRO	2029	2024	100,000	2
25012.4	BOUNDED BY IH 35W TO THE WEST, EAST ROSEDALE ST ON THE SOUTH, TERRELL AVE ON THE NORTH, AND SOUTH RIVERSIDE DR ON THE EAST; DEPLOY BROADBAND AS A TRAVEL DEMAND MANAGEMENT PROGRAM TO REDUCE THE NEED FOR SINGLE OCCUPANT VEHICLE TRAVEL	FORT WORTH	2029	2024	50,000	2
25092.2	TRANSIT PASSES FOR COMMUNITY COLLEGES (EASTERN SUBREGION); PROVIDE TRANSIT PASSES FOR DALLAS COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS AND TO INCREASE TRANSIT RIDERSHIP	NCTCOG	2025	2024	(60,000)	2
Subtotal of Category 2 - RTC Has Revenue					14,777,873	
11186.3	M&O - REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION NETWORK & SOFTWARE (EASTERN SUBREGION) PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM	NCTCOG	2019	2024	(194,604)	5

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11554.3	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE; ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	NCTCOG	2025	2024	50,000	5
			2026		50,000	
11554.4	LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY) TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE); ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME	NCTCOG	2025	2024	100,000	5
11612.2	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2020	2024	(41)	5
			2022		(34,173)	
11613	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOODS MOVEMENT INCLUDING; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORDINATION WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESSES; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH & EDUCATION	NCTCOG	2019	2024	(4,206)	5
11613.2	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVEMENT INCLUDING; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORDINATION WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	NCTCOG	2020	2024	(24,954)	5
11617.1	PLANNING/OVERSIGHT/ ADMINISTRATION OF IMPLEMENTATION INITIATIVES/REGIONAL PROJECT TRACKING, MONITORING, ASSESSMENT, & SOFTWARE DEVELOPMENT PROJECT/REGIONAL EMISSIONS REDUCTION PROGRAM; AIR QUALITY INITIATIVES/SPECIAL EVENTS ITS, MOBILITY ASSISTANCE PATROL, SUSTAINABLE DEVELOPMENT PROGRAM, ITS AND OTHER IMPLEMENTATION INITIATIVES/DEVELOP AND IMPLEMENT REGIONAL PROJECT TRACKING, MONITORING, AND ASSESSMENT SYSTEM	NCTCOG	2017	2024	(104,731)	5

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11626	ROADWAY SAFETY AUDITS; REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	NCTCOG	2025	2024	300,000	5
11657.1	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	NCTCOG	2021	2024	(8,166)	5
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	NCTCOG	2024	2024	(100,000)	5
			2025		(180,000)	
			2026		(190,000)	
11671	MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT; MULTIPURPOSE AUTOMATED VEHICLE DESIGN, DEVELOPMENT, TESTING, AND DEPLOYMENT	NCTCOG	2018	2024	(67,157)	5
11674	DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH; COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2024	2024	219,931	5
11678	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE); ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	NCTCOG	2025	2024	500,000	5
11684	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL	NCTCOG	2020	2024	(255,227)	5

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in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684.8	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS; EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	ARLINGTON	2023	2024	202,667	5
			2024		202,667	
			2025		202,667	
11685	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS; INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES; PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	NCTCOG	2020	2024	(104,193)	5
11692	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	NCTCOG	2020	2024	(3,396)	5
11693	SMART TRANSIT CORRIDORS AND WALKABLE PLACES; DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	NCTCOG	2020	2024	(594)	5
11698	INTERMODAL TRANSPORTATION HUB PLANNING STUDY IN DENTON COUNTY INCLUDING TRANSIT HUB FEASIBILITY, TRAFFIC PATTERN IMPACT ANALYSIS, & UNIVERSITY TRANSPORTATION OPTIONS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2020	2024	(1,745)	5
11898.6	ON HASLET PARKWAY/SH 170 FROM IH 35W TO INTERMODAL PKWY; CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	TXDOT-FORT WORTH	2025	2024	1,600,000	5
			2026		1,000,000	
12981.21	5307 - ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	DART	2025	2024	231,365	5
12981.22	5307 - ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	DART	2025	2024	38,160	5
12981.23	5307 - ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	DART	2025	2024	230,475	5
14013.2	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION; DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	DART	2024	2024	870,000	5
14015.1	HARRY HINES BLVD AT MOCKINGBIRD LANE; RECONSTRUCT INTERSECTION	DALLAS	2025	2024	600,000	5
			2027		5,000,000	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
14015.3	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY TO MOODY STREET; REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	DALLAS	2025	2024	500,000	5
16001	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS; & END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS	NCTCOG	2024	2024	(158,000)	5
20268.4	UPDATE HUNT COUNTY AND COLLIN COUNTY TRANSPORTATION PLAN; UPDATE HUNT COUNTY TRANSPORTATION PLAN TO IDENTIFY IMPROVEMENTS TO IH 30, SH 66, AND US 380 AND START A MULTIMODAL TRANSPORTATION PLAN IN COLLIN COUNTY INCLUDING ADDING NORTH/SOUTH CAPACITY AND EAST/WEST CONNECTIONS ACROSS THE LAKES	NCTCOG	2016	2024	(155,784)	5
21013	FOREST HILL DRIVE FROM LON STEPHENSON ROAD TO SHELBY ROAD; PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	NCTCOG	2024	2024	(500,000)	5
24030	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE; PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	TRINITY METRO	2024	2024	1,100,000	5
			2025		3,900,000	
			2026		5,850,000	
			2027		650,000	
25022	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR TO TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION; CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	FORT WORTH	2024	2024	1,000,000	5
25097.3	SILVERLINE RAIL PROJECT FROM DFW AIRPORT TO SHILOH STATION IN PLANO; CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #13)	DART	2024	2024	740,000	5
25130	ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; PHASE 1 ACTIVITIES, INCLUDING COORDINATION WITH CHARGING STATION COMPANIES TO REPAIR AND/OR REPLACE UP TO 197 NONOPERATIONAL EV CHARGING PORTS	NCTCOG	2025	2024	60,000	5
Subtotal of Category 5 - Regional Programs/Management and Operations					23,110,961	
12022.24	5307 - CAPITAL COST OF CONTRACTING - HANDITRAN	ARLINGTON	2025	2024	298,000	6
12852.22	5310 - MOBILITY MANAGEMENT	DCTA	2025	2024	65,545	6

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12852.23	5310 - MOBILITY MANAGEMENT	DCTA	2025	2024	16,974	6
12865.18	5307 - MOBILITY MANAGEMENT	MESQUITE	2019	2024	(14,400)	6
12907.23	5307 - PREVENTIVE MAINTENANCE	ARLINGTON	2024	2024	74,000	6
12907.24	5307 - PREVENTIVE MAINTENANCE	ARLINGTON	2025	2024	20,000	6
12909.23	5337 - RAIL PREVENTATIVE MAINTENANCE	DCTA	2025	2024	638,122	6
12922.23	5307 - ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	MCKINNEY	2025	2024	9,741	6
12970.23	5307 - CAPITAL COST OF CONTRACTING - HANDITRAN	ARLINGTON	2025	2024	192,000	6
12979.19	5307 - MOBILITY MANAGEMENT	DCTA	2025	2024	11,223	6
14015	HARRY HINES BLVD FROM AKARD STREET TO SL 12 (WEST NORTHWEST HIGHWAY); PERFORM CORRIDOR ANALYSIS & DVL P MASTER PLAN FOR HARRY HINES CORRIDOR W/ EMPHASIS ON SUST DEV, PROVIDING MULTIMODAL TRANS NEEDS, TECH OPTIONS FOR ADDL CAPACITY, INT IMPRV MNTS, & LAND USE/TRANS COMPONENTS; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	NCTCOG	2019	2024	(69,384)	6
14054	HORNE STREET FROM VICKERY BLVD TO CAMP BOWIE BLVD; RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	FORT WORTH	2021	2024	82,493	6
14058	TRINITY TRAIL FROM TRINITY BLVD. TO TRINITY LAKES STATION; CONSTRUCT SHARED USE PATH	FORT WORTH	2025	2024	32,347	6
			2026		245,507	
21027	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S; ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE; DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	DALLAS	2025	2024	(1,162,000)	6
21086	ON N MCDONALD STREET FROM VIRGINIA ST TO LOUISIANA ST; CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	TXDOT-DALLAS	2025	2024	280,000	6
			2027		1,188,200	
21086.1	ON N MCDONALD STREET FROM VIRGINIA ST TO LOUISIANA ST; CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	TXDOT-DALLAS	2025	2024	1,360,000	6
			2027		100,000	
24004	ON FRANKFORD ROAD AT DNT/DALLAS PARKWAY; CONSTRUCT ADDITIONAL LANE ON SOUTHBOUND DALLAS PKWY FROM DNT EXIT RAMP; CONSTRUCT RIGHT TURN LANE AT SB DALLAS PKWY AT FRANKFORD RD; IMPROVE GEOMETRY AT NB DALLAS PKWY AT FRANKFORD RD BY ADDING PROTECTIVE BARRIER AND IMPROVE PEDESTRIAN INFRASTRUCTURE	DALLAS	2026	2024	25,000	6
			2028		330,000	

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2024)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
24008	ON BELT LINE ROAD AT SOUTH NORTH LAKE ROAD; CONSTRUCT RIGHT TURN/DECELERATION LANE TO IMPROVE SAFETY	DALLAS	2026	2024	9,000	6
			2027		90,000	
24021	EVERMAN SAFE STREETS PROJECT; BOUNDED BY ENON AVENUE TO THE NORTH, OAK GROVE ROAD TO THE WEST, OAK GROVE-SHELBY ROAD TO THE SOUTH, AND FOREST HILL DRIVE TO THE EAST; CONSTRUCT BIKE/PED & TRAFFIC CALMING IMP INCL RESTRIPING TO REDUCE LANE WIDTHS, BIKE LANES, SIDEWALKS, CROSSWALKS & HAWK SIGNALS NEAR EVERMAN HS, EVERMAN ACADEMY HS, DAN POWELL EARLY LEARNING ACADEMY, ROY JOHNSON STEM ACADEMY, JW BISHOP ELEM & HOMMEL ELEM	FORT WORTH	2026	2024	100,000	6
			2029		830,000	
24024	BOMBER SPUR TRAIL (SOUTHERN SECTION) FROM CAMP BOWIE/US 377 TO VICKERY BLVD; CONSTRUCT SHARED USE PATH	FORT WORTH	2026	2024	225,000	6
			2028		900,000	
24030	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE; PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	TRINITY METRO	2024	2024	1,500,000	6
40071	GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD; EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75; CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING	RICHARDSON	2023	2024	218,500	6
Subtotal of Category 6 - MTP Policy Bundle					7,595,868	
Total Transportation Development Credits Awarded in 2024					50,011,610	

*Negative numbers indicate a reduction in the number of credits awarded on a project



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

October 14, 2024

Mr. Marc D. Williams, P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701


Dear Mr. Williams:

As part of the Federal Highway Administration's (FHWA) toll credit program, the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO) was initially allocated 465,486,222 Transportation Development Credits (TDC) from the Texas Transportation Commission (TTC). Through the 2019 Unified Transportation Program (UTP), an additional 528,865,436 TDCs were allocated to the DFW region. Since that time, no additional TDCs have been allocated.

TDCs have been valuable to entities in our region in order to leverage federal funding and implement important transportation projects, and we wish to continue utilizing them to the maximum extent possible. Therefore, the Regional Transportation Council requests confirmation from TxDOT that maintenance of effort requirements have been met in recent years. If so, we ask that TxDOT request additional TDCs from FHWA and allocate them to MPOs to ensure that we are maximizing the ability to accrue TDCs as a state for future use.

If you have any questions, please contact Christie Gotti at cgotti@nctcog.org or (817) 608-2338.

Sincerely,


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

DN: jc

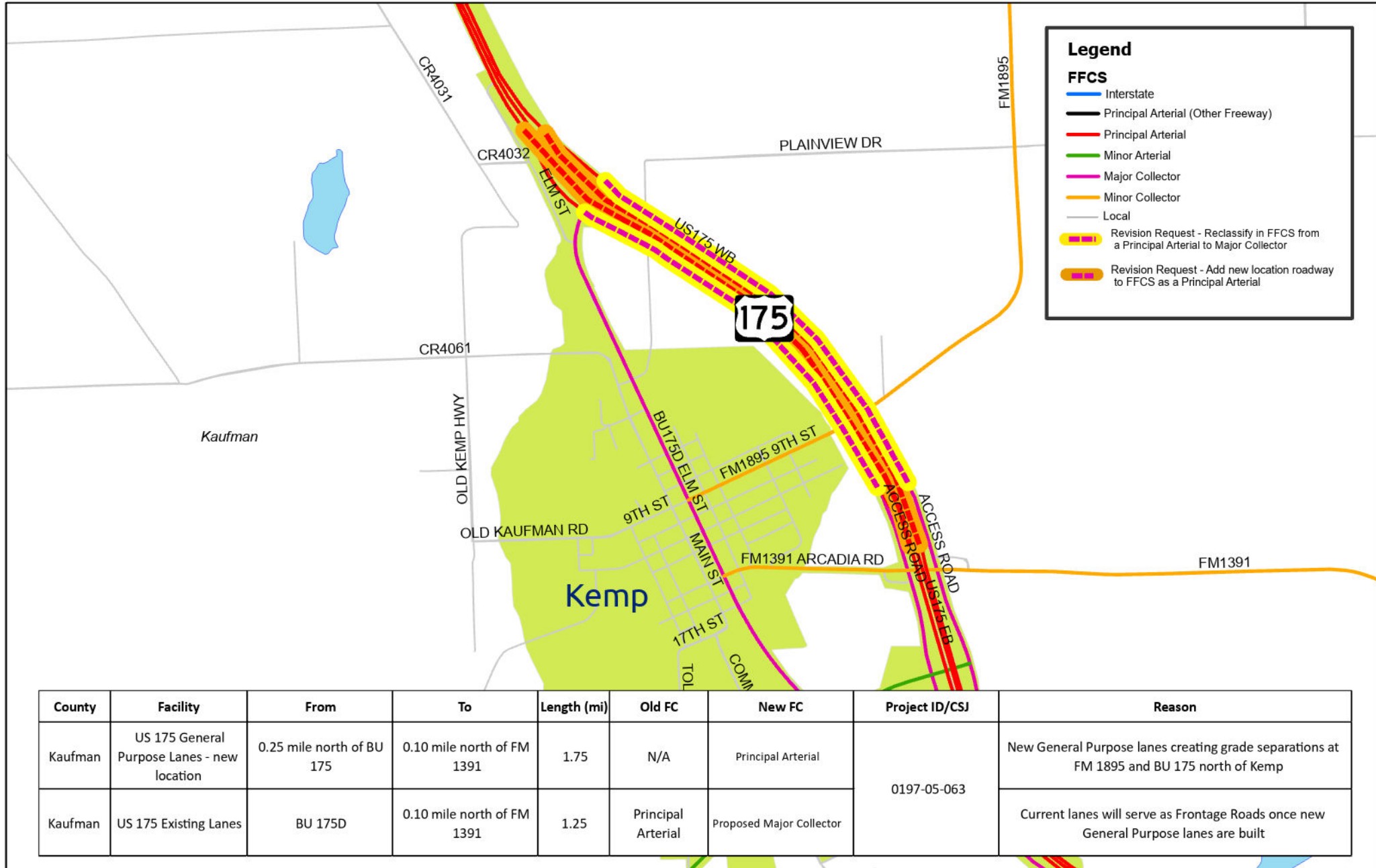
cc: Brian Barth, P.E., Deputy Executive Director for Program Delivery, Texas Department of Transportation
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Ceason Clemens, P.E., District Engineer, Texas Department of Transportation, Dallas District
David Salazar, P.E., District Engineer, Texas Department of Transportation, Fort Worth District
Noel Paramanatham, P.E., District Engineer, Texas Department of Transportation, Paris District
Shannon Hawkins, Transportation Planner – MPO Coordinator, Texas Department of Transportation

MARCI

I hope your fall is off to a great start. Thanks for all you do!

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Kaufman	US 175 General Purpose Lanes - new location	0.25 mile north of BU 175	0.10 mile north of FM 1391	1.75	N/A	Principal Arterial	0197-05-063	New General Purpose lanes creating grade separations at FM 1895 and BU 175 north of Kemp
Kaufman	US 175 Existing Lanes	BU 175D	0.10 mile north of FM 1391	1.25	Principal Arterial	Proposed Major Collector		Current lanes will serve as Frontage Roads once new General Purpose lanes are built

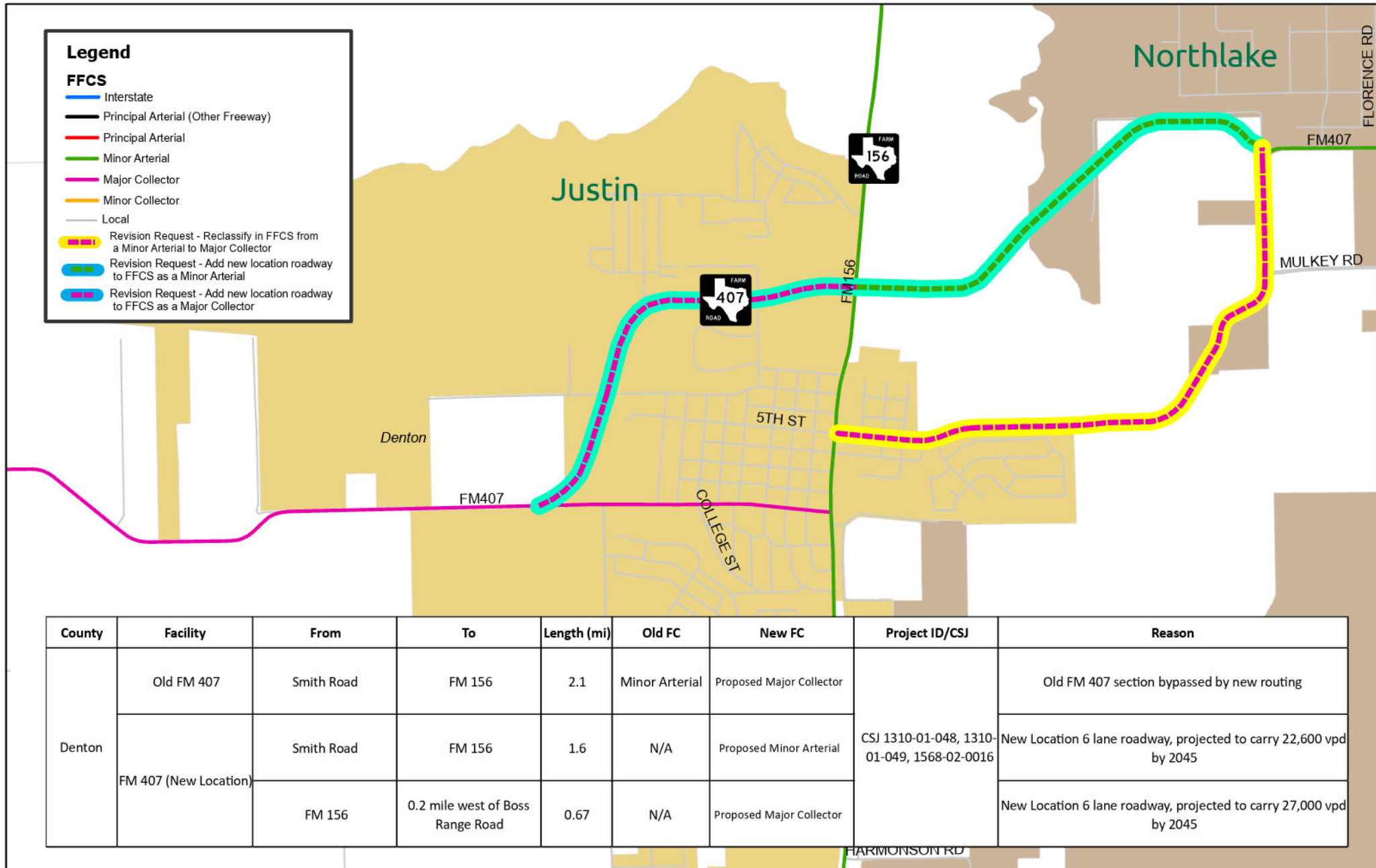
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



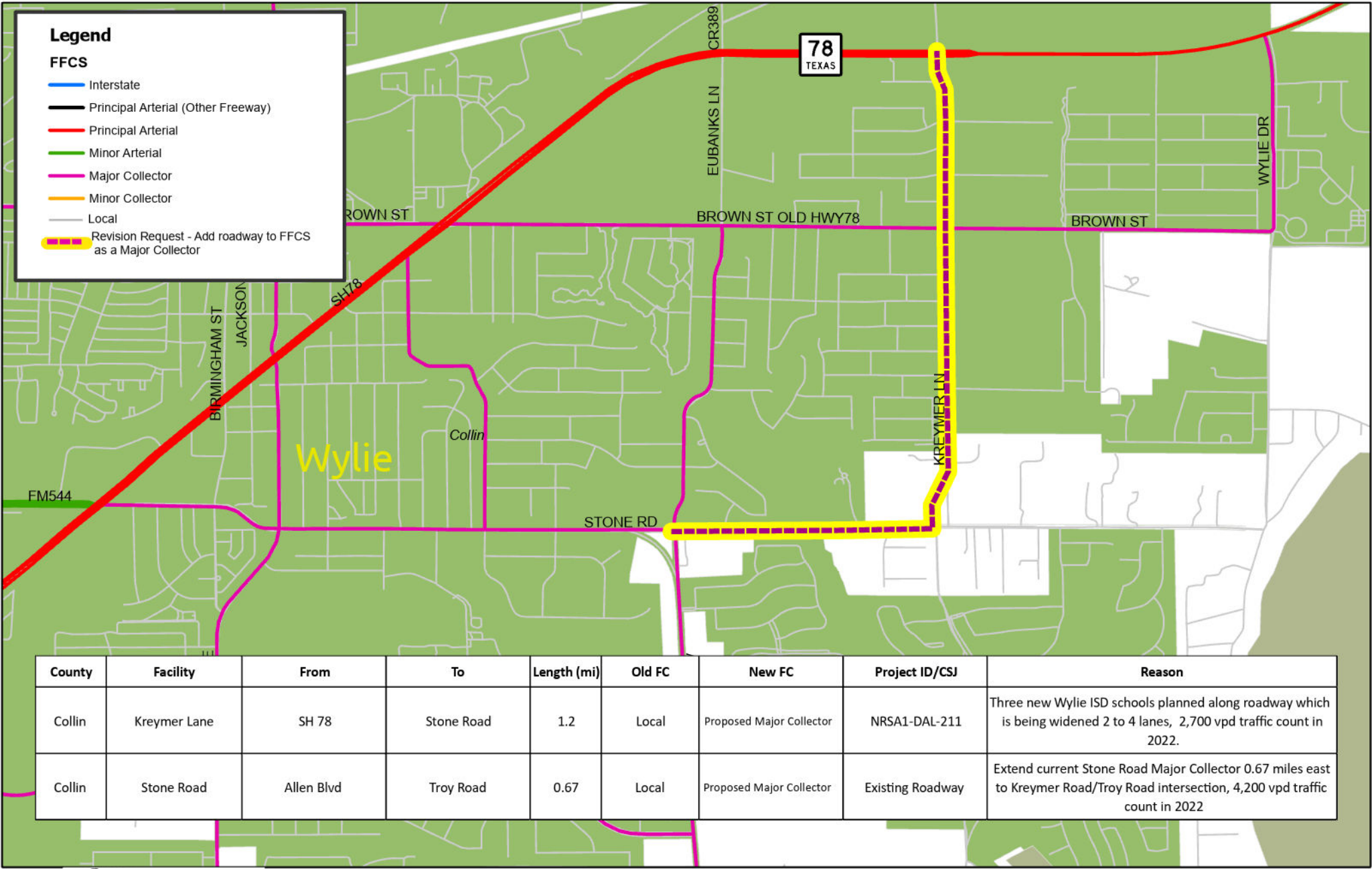
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



Legend

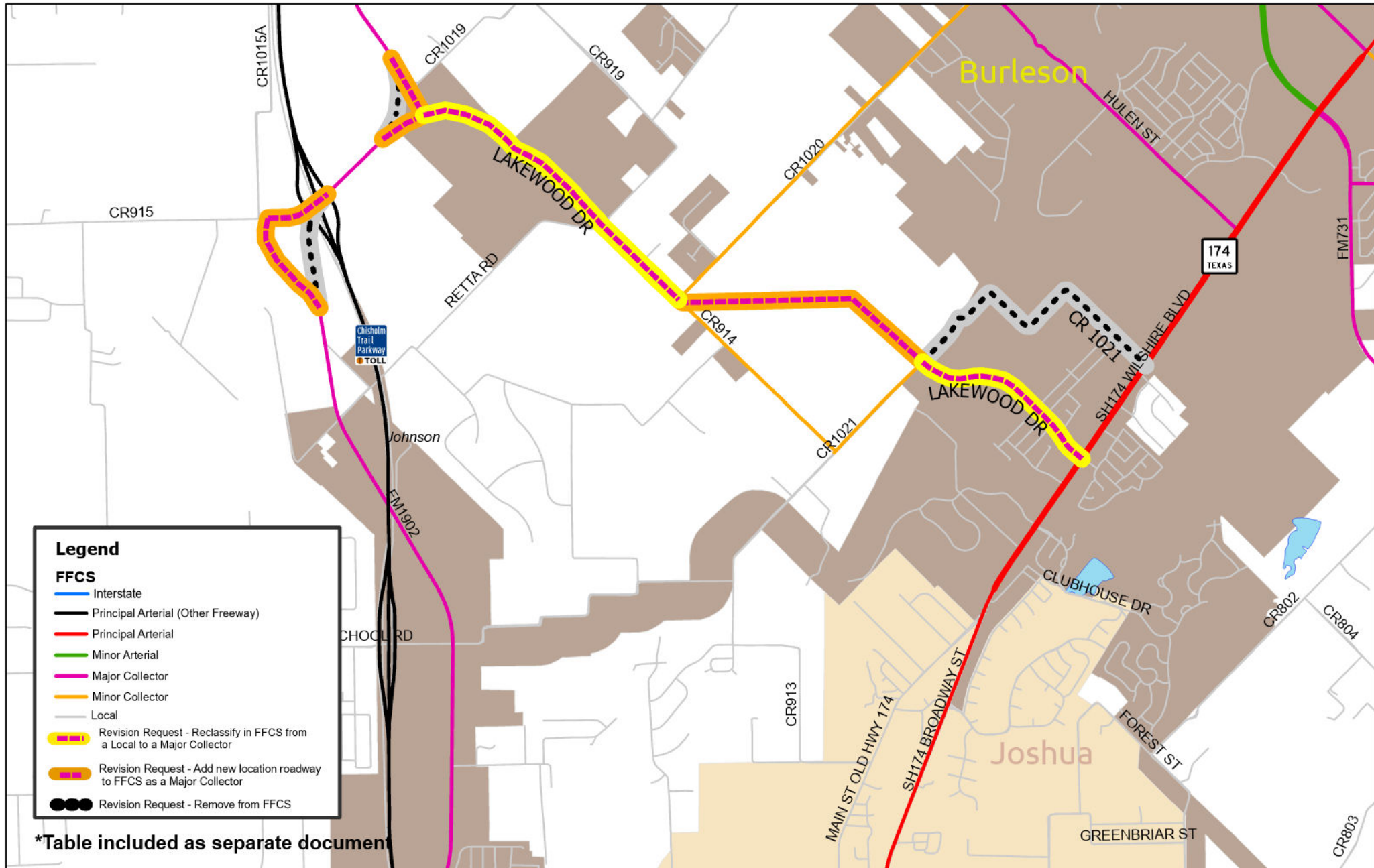
FFCS

- Interstate
- Principal Arterial (Other Freeway)
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revision Request - Add roadway to FFCS as a Major Collector

County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Collin	Kreymer Lane	SH 78	Stone Road	1.2	Local	Proposed Major Collector	NRSA1-DAL-211	Three new Wylie ISD schools planned along roadway which is being widened 2 to 4 lanes, 2,700 vpd traffic count in 2022.
Collin	Stone Road	Allen Blvd	Troy Road	0.67	Local	Proposed Major Collector	Existing Roadway	Extend current Stone Road Major Collector 0.67 miles east to Kreymer Road/Troy Road intersection, 4,200 vpd traffic count in 2022

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Johnson	FM 1902	0.25 mile north current Lakewood Dr intersection	0.15 mile south of current Lakewood Dr intersection	0.55	N/A	Major Collector	N/A	Realigned roadway; new, safer intersection with Lakewood Drive
	FM 1902	Chisholm Trail Pkwy NB ramps	0.4 mile south of Chisholm Trail SB ramps	0.8	N/A	Major Collector		Realigned roadway; new, safer intersection with Chisholm Trail Parkway and Johnson CR 915
	Lakewood Drive	FM 1902	Johnson CR 1020	1.5	Local	Major Collector		4 lane facility provides North-South access from Chisholm Trail Parkway to SH 174
	Lakewood Drive	Johnson CR 1020	Johnson CR 1021	1.25	N/A	Major Collector		Future new location 4 lane facility provides North-South access from Chisholm Trail Parkway to SH 174
	Lakewood Drive	Johnson CR 1021	SH 174	0.9	Local	Major Collector		4 lane facility provides North-South access from Chisholm Trail Parkway to SH 174
	CR 1021	Lakewood Drive	SH 174	1.5	Minor Collector	Local		Not a through street; no longer crosses railroad tracks
	FM 1902	Chisholm Trail Pkwy NB ramps	0.4 mile south of Chisholm Trail SB ramps	0.6	Major Collector	Remove from system		Old route superseded by realignment
	FM 1902	0.25 mile north current Lakewood Dr intersection	0.15 mile south of current Lakewood Dr intersection	0.4	Major Collector	Remove from system		Old route superseded by realignment

Federal Functional Classification System (FFCS) Amendment

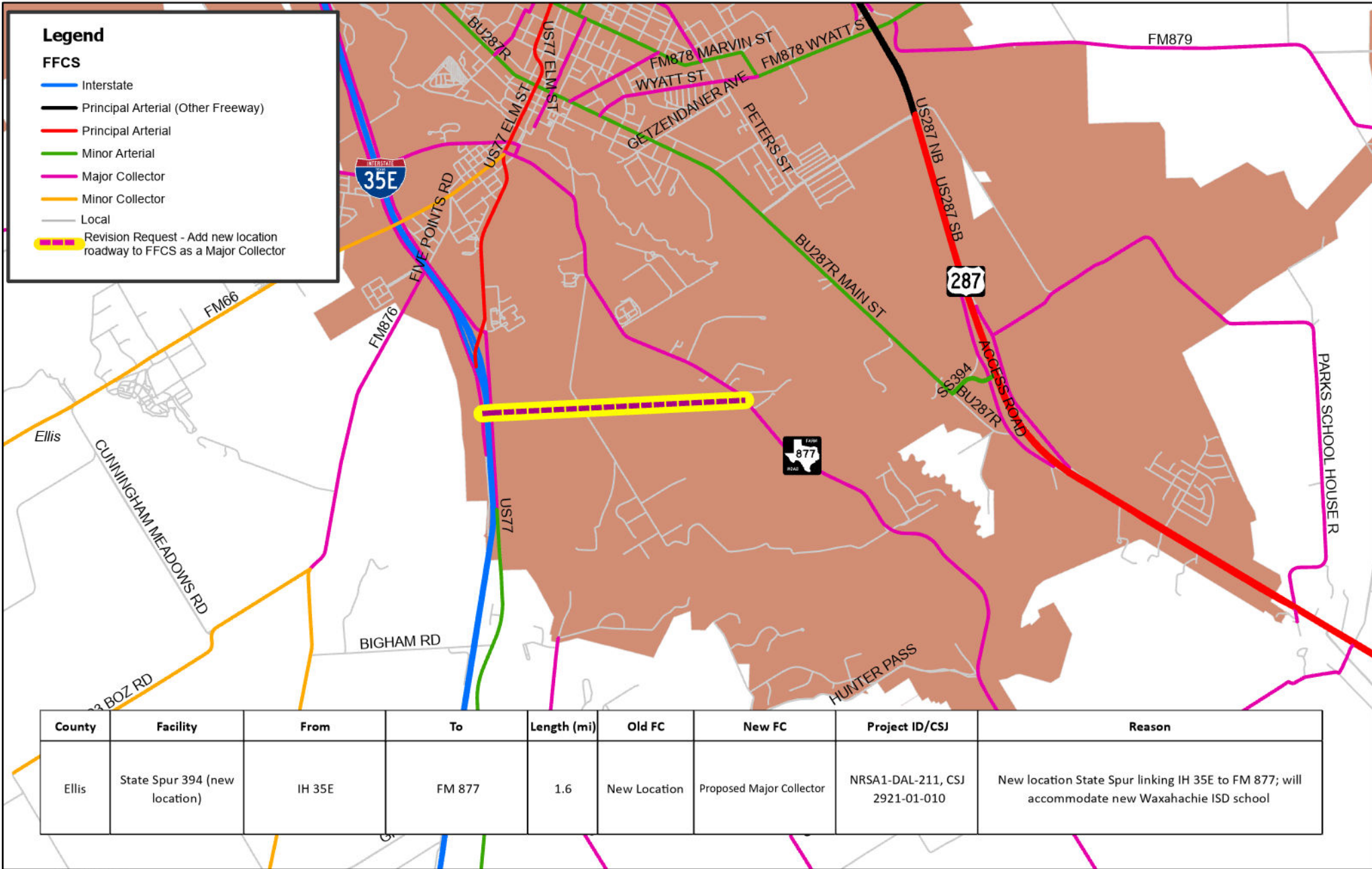
As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Tarrant	Meandering Road	0.1 mile west of Roberts Cut Off Road	Roberts Cut Off Road	0.7	Major Collector	Delete	CSJ 0902-90-336, 0902-90-046, 0902-90-172	Realignment of Meandering Road/Roberts Cut off Road creates safer intersection; Meandering Road extension to SH 183 to alleviate excessive cueing on Roberts Cut Off Road
	Meandering Road (new location)	0.1 miles west of Roberts Cut Off Road	SH 183	0.2	N/A	Proposed Major Collector		

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Ellis	State Spur 394 (new location)	IH 35E	FM 877	1.6	New Location	Proposed Major Collector	NRSA1-DAL-211, CSJ 2921-01-010	New location State Spur linking IH 35E to FM 877; will accommodate new Waxahachie ISD school

RTC Local Backstop Funding for Small Transit Operators

Regional Transportation Council
February 13, 2025

Background

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

Action Plan

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

Action Requested

RTC Approval:

Authorization to utilize up to \$200,000 RTC Local Funds for a temporary backstop pending execution of federal grant agreements to ensure continuation of critical transit services

For More Information

Dawn Dalrymple

Senior Program Manager

Fiscal Management

ddalrymple@nctcog.org

817-608-2319

Bobby Gomez

Senior Transportation Planner

Transit Project Support

rgomez@nctcog.org

682-433-0441

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

February 2025

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



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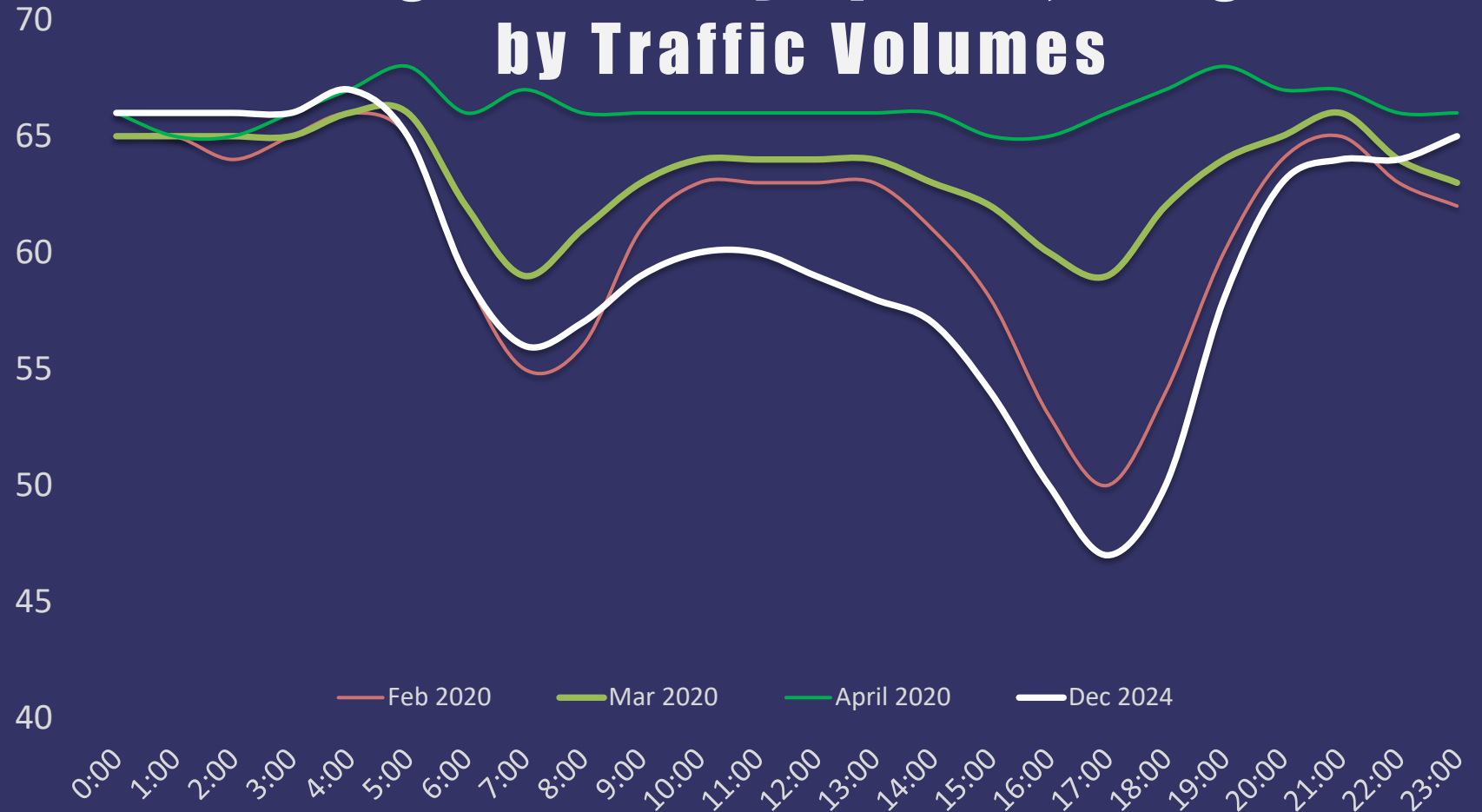
Transit Ridership (-19%, Dec)



ROADWAY TRENDS

Regional Average
Freeway Speeds

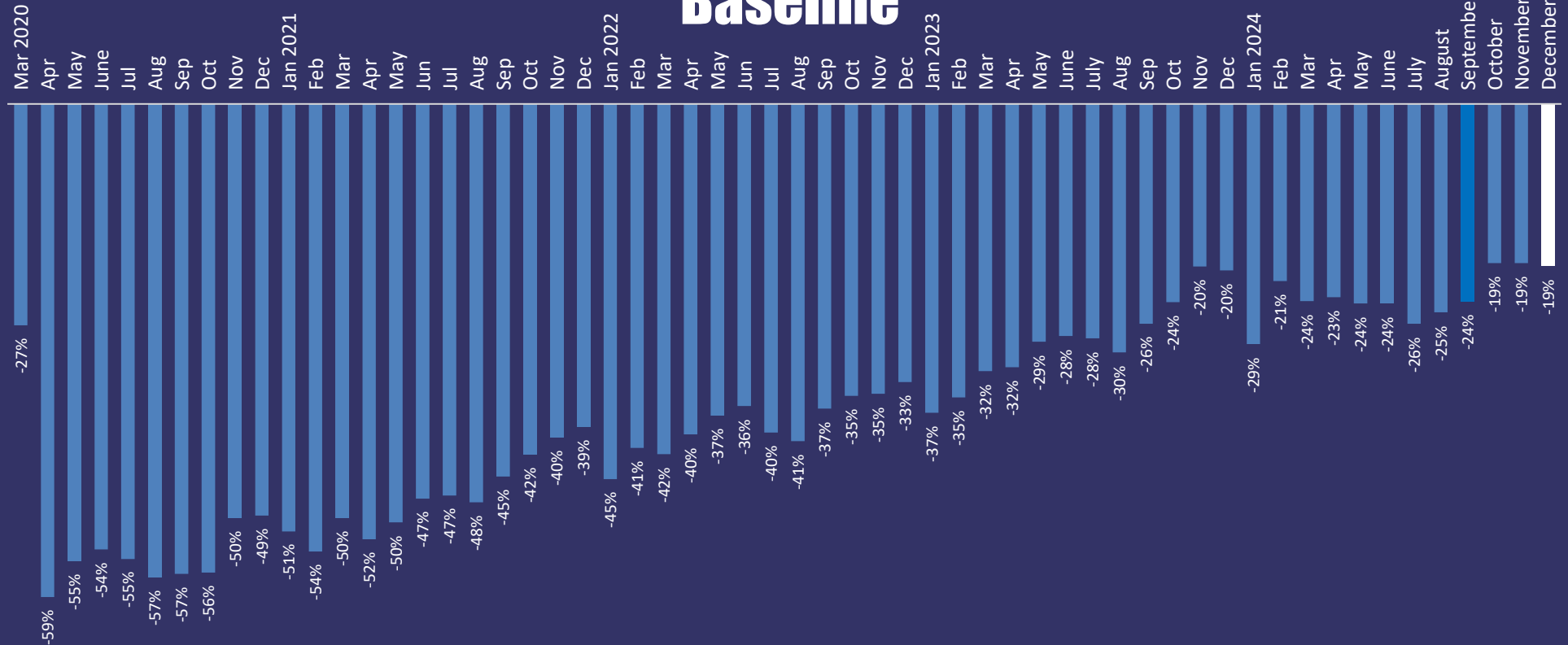
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

Note: Baseline is March 2019-February 2020.

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

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 9, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

*Re: More NCTCOG shell games: Exposing the NCTCOG-admitted “fatal flaws” and legal preclusions particular to **alignment “2(b)”** does not constitute opposition to the “separate” Dallas-to-Houston higher-speed rail route – NCTCOG’s “binary choice” regarding alignment “2(b)”*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

It was reported this week that the North Central Texas Council of Governments (“NCTCOG”), through its representative Michael Morris, falsely accuses my clients of being opposed to “high-speed rail *between Dallas and Houston*.” This intentional misrepresentation is part of a coordinated bad faith strategy to divert attention away from the long list of preclusive infirmities we have been forced to systematically expose *regarding – particularly and specifically – the so-called **alignment “2(b)”*** (on a “separate” Dallas-to-Arlington Entertainment District-to-Fort Worth route). NCTCOG might actually stop for a moment to consider the negative impact on Dallas-to-Houston high-speed rail resulting from NCTCOG’s attempts to intertwine that admittedly “separate” and “standalone” Houston route with the misguided, discredited and legally precluded alignment “2(b).” In any case, immediately cause NCTCOG representatives to refrain from this and other misleading misrepresentations and/or mischaracterizations that we have previously and objectively articulated.

It was further reported this week that you, as NCTCOG’s attorney, are presenting to and seeking a recommendation by the Regional Transportation Committee Members that the Executive Board of the NCTCOG notice and vote to appropriate \$1 million (\$1,000,000.00) of the public’s monies fiduciarily entrusted to NCTCOG to build roads and bridges “**outside of the [] federal process**,” supposedly “for additional legal support to assist in responding to [my letters] and other preparatory work in anticipation of litigation related to the Environmental Assessment.” We have previously pointed out that, as it regards alignment “2(b),” the supposed “environmental assessment” application process is squarely **inside the federal process** and as a result (among other bases), no RTC Local funds may be used for your proposed purpose. The ostensible effort

to facilitate the use of RTC Local funds contrary to prior representations to the RTC Members is disturbing.

As further critically important backdrop, NCTCOG seeks this one million dollars (\$1,000,000.00) of the public's monies (for conjectural legal expenses yet to be substantiated) to persist in pushing the massively economically and environmentally destructive and legally precluded alignment "2(b)" at all costs even as it has unequivocally admitted that alignment "2(b)" can and will never happen:

- (1) Quoting NCTCOG, it admits "**alignment . . . 2(b) [is] no longer possible;**"
- (2) Using NCTCOG's *own* published standards, it admits **alignment "2(b)" is "fatally flawed"** and disqualified from further consideration – including because, as *NCTCOG* is repeatedly on record in stating, alignment "2(b)" cannot even meet the basic "travel time threshold," and also due to the proposed location of the Dallas station for alignment "2(b)" (which *NCTCOG* states is disqualifying);
- (3) NCTCOG admits it "coordinat[ed]" on a "Final Report" that found the corridor planned to be utilized by **alignment "2(b)" to be likewise "fatally flawed"** – and actually and finally removed it from consideration (notably, a Final Report NCTCOG later intentionally failed to disclose to not only the Federal Transit Administration (the "FTA") but also its own RTC Members as part of critical communications);
- (4) **NCTCOG admits that the Master Agreement between the City of Dallas and Hunt regarding Reunion – which has been in place for 50 years – is an enforceable legal agreement.** As an example of this admission by NCTCOG, it has expressly publicly acknowledged the Master Agreement's enforceability and has even *taken official action based on its terms*. Alignment "2(b)" would directly and unlawfully contravene and interfere with the rights of the City of Dallas and Hunt under the Master Agreement. Alignment "2(b)" would ruin "The Ball" – the Dallas skyline's most iconic landmark – along with the existing Reunion Hyatt and the planned six-billion-dollar Reunion development. In turn, Downtown Dallas would face generational damage, including to the multi-billion dollar Kay Bailey Hutchison Convention Center; and
- (5) **NCTCOG admits there is no approved "environmental assessment" regarding alignment "2(b)" for NCTCOG to supposedly spend a million dollars defending in the first place.** There is not even a "draft" "environmental assessment" that has been issued. Alignment "2(b)" could never even be an eligible alignment in any National Environmental Policy Act ("NEPA") application process – for a long list of reasons, including because it is, according to NCTCOG as shown above, "fatally flawed" and impossible. Even more, official records show that the supposed environmental assessment application process that persists in including alignment "2(b)" has been "Paused." The notion that NCTCOG seeks a million dollars of public monies to supposedly defend a non-existent "environmental assessment" that has never been

Ken Kirkpatrick
General Counsel
January 9, 2025
Page 3

approved (even as a draft), is on pause, and that NCTCOG's own admissions show that alignment "2(b)" can never be approved, is simply more evidence of the troubling (and bluntly, bizarre) comportment of NCTCOG against the public interest.

My clients cannot and will not be silent when the Master Agreement between the City of Dallas and Hunt – which has been the foundation of the Reunion development for 50 years – is inappropriately attacked by NCTCOG. Nor will my clients allow the Dallas skyline – including the "iconic" Reunion Tower "Ball" – to be ruined by the legally precluded and misguided alignment "2(b)."

NCTCOG has a binary choice regarding alignment "2(b)":

- (1) NCTCOG can misspend a million dollars (\$1,000,000.00) of public monies intended for transportation projects for conjectural legal expenses related to letters regarding alignment "2(b)" and in continuance of its certain to fail path to attempt to muscle through the admittedly fatally flawed and therefore ineligible alignment "2(b)";

or

- (2) NCTCOG can affirm with the FTA its own admissions and conclusions that alignment "2(b)" is fatally flawed and ineligible for further consideration as part of any NEPA application process – thereby avoiding NCTCOG's misstated need to spend one million dollars (\$1,000,000.00) responding to letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

Ken Kirkpatrick
General Counsel
January 9, 2025
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NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 13, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Alignment “2(b)’s” direct attack on affordable housing in Downtown Dallas

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this letter is to indent an objective truth of which the North Central Texas Council of Governments (“NCTCOG”) is acutely aware: the so-called alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is a key significant impediment to affordable workforce housing relating to Downtown Dallas. This fact constitutes yet another in the catalog of significant adverse economic and environmental effects legally precluding alignment “2(b).”

As specifically raised by a Dallas City Council Member at the March 6, 2024 Briefing, there is significant and inherently rational and reasonable “concern” that alignment “2(b)” will “torpedo that \$5 billion [Hunt Reunion] development,” along with the “affordable housing” that is associated with that development.

The legally beleaguered alignment “2(b)” openly threatens the prospects of an entire community of Dallas families – including our public safety officers – who will be deprived of that workforce housing opportunity. Alignment “2(b)” is a defiant affront to the decades of efforts by the City of Dallas to promote affordable housing in and around Downtown Dallas. Alignment “2(b)” – at the hands of NCTCOG – will significantly reduce affordable housing related to Downtown Dallas.

The described “bullying” by NCTCOG in hyper-aggressively pushing alignment “2(b)” – notwithstanding its quoted admission that **“alignment . . . 2(b) [is] no longer possible,” and that under its own published standards, alignment “2(b)” is “fatally flawed” on multiple grounds** – is even more perplexing given the fact that NCTCOG *represents to the public* that one of its responsibilities is to increase affordable housing through development. See www.nctcog.org/trans/plan/land-use/housing-economic-development; see also

Ken Kirkpatrick
General Counsel
January 13, 2025
Page 2

www.nctcog.org/getmedia/1f715838-de96-40cb-ba90-c55a63666f10/GentrificationStudy.pdf
("Important to creating revitalization without displacement is keeping housing and commercial space affordable to its current tenants and owners. Creating new development is critical.")

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 21, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: TEXRail to DFW Airport versus the four-seat ride on alignment “2(b)” solely to favor Arlington Entertainment District

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this letter is to raise yet another of the long list of examples of the economic nonsense of alignment “2(b)” – beyond the massive and multifaceted generational economic and environmental harm it will cause the City of Dallas, including the multi-billion-dollar Kay Bailey Hutchison Convention Center, the six-billion-dollar (\$6,000,000,000.00) Hunt Reunion development, and to the homes, churches and businesses in West Dallas.

Trinity Metro’s Expansion of TEXRail between downtown Fort Worth to DFW International Airport

The United States Department of Transportation recently announced that Trinity Metro has received a twenty-five-million-dollar (\$25,000,000.00) RAISE grant to expand the “TEXRail” line – the Trinity Metro rail alignment that connects downtown Fort Worth (and other Tarrant County communities) to DFW International Airport. Trinity Metro has made this expansion of its DFW International Airport route one of its biggest priorities.

According to Trinity Metro: “TEXRail is the most efficient and economical way to get to the [DFW] airport[.]” See <https://ridetrinitymetro.org/about-textrail/>. Trinity Metro also touts that the TEXRail line to DFW International Airport is “convenient” and “eas[y].” See Fort Worth Report, November 1, 2024.

Just like the Trinity Railway Express (“TRE”), which connects downtown Fort Worth and Downtown Dallas (and is cooperatively owned and operated by both Trinity Metro and Dallas Area Rapid Transit [“DART”]), the TEXRail line from downtown Fort Worth to DFW International Airport continues to grow in popularity. *Id.* This popularity even led Trinity Metro to purchase four new multiple-unit trainsets in 2024.

Ken Kirkpatrick
General Counsel
January 21, 2025
Page 2

The four-seat ride from downtown Fort Worth to DFW Airport under the NCTCOG-manufactured alignment “2(b)” is a losing proposition for every metroplex population center except for the NCTCOG-favored Arlington Entertainment District

Notwithstanding the growing popularity and expansion of TEXRail as the preferred route between downtown Fort Worth and DFW International Airport, NCTCOG has manufactured its so-called alignment “2(b)” that (beyond all of its other legal, procedural and practical infirmities that even NCTCOG concedes leaves alignment “2(b)” fatally flawed and not possible) would be *the opposite* of convenient or easy for any passenger trying to travel from downtown Fort Worth to DFW International Airport.

More specifically, the NCTCOG-imagined alignment “2(b)” would require a *four-seat ride* from downtown Fort Worth to (eventually) DFW International Airport. NCTCOG’s own plans actually call for a person in downtown Fort Worth who wishes to travel to DFW International Airport to (1) buy a ticket and board a higher-speed rail train at the downtown Fort Worth station and travel to the Arlington Entertainment District station, then (2) wait for and ultimately board an “ATS” vehicle and travel to the TRE Centerport Station, then (3) wait for and subsequently board a TRELink bus and travel to DFW Terminal B, and finally, (4) wait for and subsequently board either TerminalLink or SkyLink to get to Terminal A, C, D, or E.

A person who lives near the now planned Near Southside station being funded by the above-referenced Department of Transportation RAISE grant would have a five-seat ride as that person would need to first wait for and subsequently board the TEXRail to downtown Fort Worth before waiting for and getting on the higher-speed rail train.

The only explanation that NCTCOG could possibly generate to attempt to explain away the motivation for creating this comically complicated journey to DFW International Airport is that it pecuniarily helps its favored Arlington Entertainment District, including its restaurant and other business owners.

We have previously objectively articulated multiple facts showing this disturbing and inappropriate favoritism, which is harmful to other communities in North Texas, not to mention Trinity Metro and DART.

NCTCOG has a binary choice regarding alignment “2(b)”:

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 22, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Continuing Misrepresentations to the RTC Members and the Public – Purposeful Omissions and Nondisclosure in the RTC Meeting Agenda

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this letter is to expose NCTCOG’s materially misleading misstatement to the RTC Members and the public, this time in its posted agenda for the January 23, 2025 RTC meeting.

More specifically, that posted agenda expressly represents to the RTC Members and the public that the agenda packet, supposedly in Electronic Item 6.3, allegedly “contains correspondence received since the posting of the rescheduled January 9, 2025, RTC meeting.” That is *per se* misleading. The agenda packet *excludes* the **January 9** and **January 13**, 2025 Letters to you.

Contextualizing the gravity of NCTCOG’s determined nondisclosure, NCTCOG posted the agenda and agenda packet on January 16, 2025. NCTCOG had actual possession and actual knowledge of (a) the January 9 letter for a full week prior to NCTCOG’s posting of the agenda packet, and (b) the January 13 letter for a full three business days prior to that statutorily-required posting.

It is disturbing that this is the third instance – in just the last few weeks – in which we have brought these serious and inexcusable nondisclosure issues regarding RTC agenda postings out from under the cover of concealment. It is further part of what we have shown to be a wider pattern of NCTCOG’s *lack of transparency*. This has, in aggravated fashion, permeated and infected the supposed “environmental assessment” process regarding alignment “2(b),” constituting yet another of the long and growing list of procedural and legal bars to that supposed but failed and defective “analysis.”

Each moment that the false agenda posting remains uncorrected online amounts to continued active misleading of the RTC Members and the public. Every moment that the NCTCOG does

not correct and mitigate its prior misstatements, including but not limited to those we have expressly brought to your attention, likewise constitutes continuing intentional misdirection.

Reflect that NCTCOG is apparently seeking a recommendation by RTC Members to misspend RTC Local funds retaining more lawyers to co-counsel with you in responding to this letter, which merely objectively points out NCTCOG's materially misleading statement in its posted agenda. It may ultimately occur to NCTCOG that there would be no need to misspend RTC Local Funds to respond to this letter if NCTCOG had simply not misled the RTC Members and the public relating to alignment "2(b)" as conclusively shown herein.

NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Ken Kirkpatrick
General Counsel
January 22, 2025
Page 3

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 27, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Alignment “2(b)” will strip I-30 of several automobile lanes, increasing congestion – another misleading misstatement to the Federal Transit Administration

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The limited purpose of this letter is to raise to your attention what appears to be yet another intentionally misleading misstatement in the August 25, 2023 correspondence to the Federal Transit Administration (the “FTA”), signed by Michael Morris on behalf of the North Central Texas Council of Governments (the “NCTCOG”).

Specifically, according to NCTCOG in a chart attached to that letter, alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail will not impact the operations of any roadway.” This is objectively and knowingly false.

Alignment “2(b),” by NCTCOG’s own published admissions, will strip I-30 of several traffic lanes – massively disrupting and congesting automobile traffic along I-30. This is extreme detrimental “impact [upon] the operations” of I-30.

More specifically, according to NCTCOG, higher-speed rail would require between 62 and 100 feet of space. *See* NCTCOG Phase 1 Alternative Analysis Final Report. Even NCTCOG will agree that for every foot of space used for higher-speed rail, a foot of space that could have been used for automobile traffic on I-30 is taken away.

Each lane on a U.S. interstate, such as I-30, must be at least 12 feet wide. *See* https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm; *see also* https://ops.fhwa.dot.gov/freight/infrastructure/national_network.htm.

NCTCOG – by its own published statements – is thus proposing to take away between five and eight lanes that could otherwise be used for automobile traffic on I-30. This loss of numerous car lanes will undeniably cause, not alleviate, congestion for automobile drivers attempting to traverse I-30.

Of course, NCTCOG, in its at all costs hyper-aggressive attempts to muscle through alignment “2(b)” to the extreme environmental and economic loss to the City of Dallas, including the multi-billion dollar Kay Bailey Hutchison Convention Center, the Hunt Reunion development and West Dallas, has conveniently *not* disclosed this direct opportunity cost of losing several lanes of automobile traffic – abandoning and sacrificing car travel on I-30 for Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

Alignment “2(b)” will further undeniably directly “impact the operations” of I-30 during what will ultimately be approximately 15 years of construction along I-30, effectively taking away an *additional* approximately four lanes of otherwise available car traffic for nearly a generation of drivers.

This NCTCOG bungling regarding alignment “2(b),” if not so detrimental and dangerous, would rise to the level of comical: **NCTCOG has already found, in a “Final Report” it coordinated, that the I-30 Corridor route proposed for alignment “2(b)” is “fatally flawed,”** that under NCTCOG’s own published standards alignment “2(b)” is further fatally flawed on multiple other bases, and that **“alignment . . . 2(b) [is] no longer possible.”**

To be sure, **NCTCOG’s August 25, 2023 correspondence to the FTA is more than just a material omission – it constitutes an affirmative misleading misrepresentation.**

NCTCOG has a binary choice regarding alignment “2(b)”:

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Ken Kirkpatrick
General Counsel
January 27, 2025
Page 3

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

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Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

January 28, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

*Re: Executive Order and OMB Guidance: Legal suspension of the NCTCOG-admitted
fatally-flawed and impossible alignment “2(b)”*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The purpose of this letter is to raise the suspension of proscribed activities surrounding the legally beleaguered “environmental assessment” regarding alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail – which the North Central Texas Council of Governments (“NCTCOG”) concedes is fatally flawed and impossible.

More specifically, on January 20, 2025, the Executive Order entitled “Unleashing America’s Energy” was signed by the President of the United States. That Executive Order states, in pertinent part:

“All agencies shall immediately pause the disbursement of funds appropriated through the . . . Infrastructure Investment and Jobs Act (Public Law 117-58) . . . and shall review their processes, policies, and programs for issuing grants, loans, contracts, or any other financial disbursements of such appropriated funds for consistency with the law and the policy outlined in section 2 of this order.”

On January 21, 2025, the Office of Management and Budget (the “OMB”) expressly indented and mandated that “this pause” specifically “applies to funds supporting programs, projects, or activities that may be implicated by the policy established in Section 2 of the order.”

Section 2 of this Executive Order specifically raises electric vehicles, which includes high-speed rail trains, cars, and trucks. That section specifically requires the “elimination of . . . ill-conceived government-imposed market distortions that favor EVs [electric vehicles, including high-speed rail trains] over other technologies” and the removal of “regulatory barriers” and “ensuring a level regulatory playing field.”

Ken Kirkpatrick
General Counsel
January 28, 2025
Page 2

On January 27, 2025, the OMB provided clear guidance regarding immediate compliance with the Executive Orders, which included the following prohibition:

“Federal agencies **must temporarily pause** all activities related to obligation or disbursement of all Federal financial assistance, and other relevant agency activities that may be implicated by the executive orders . . .” (underline emphasis added)

This guidance confirmed that each affected agency must cease “agency actions,” as of 5:00 p.m. EST today – right now, related to all “projects or activities subject to this pause.”

As you are actually aware, NCTCOG has projects that are supported by “funds appropriated through the [] Infrastructure Investment and Jobs Act.” As a matter of law, this includes, but is not limited to, projects established under and funded by the Corridor Identification and Development Program (the “Corridor ID Program”). *See* 87 Fed. Reg. 77920 (December 20, 2022; *see also* <https://railroads.dot.gov/corridor-ID-program> (“The Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58, authorized the Secretary of Transportation to establish the Corridor ID Program”); *see also* NCTCOG Mobility Matters Newsletter, Spring 2024.

At least one of NCTCOG’s projects is squarely implicated in this legally mandated suspension: the purported but legally precluded “environmental assessment” regarding the so-called alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. This project is included in the Corridor ID Program and, in necessary turn, the Infrastructure Investment and Jobs Act.

Additionally (and disturbingly), at last week’s meeting of the Regional Transportation Council, Michael Morris specifically raised the recent Executive Orders. However, at no time did he, you, or any other representative of NCTCOG disclose the ramifications on possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail even though it is directly and immediately impacted. Decidedly, the fact that alignment “2(b)” was specifically raised as a topic at the RTC meeting elevates this non-disclosure to yet another instance of intentional material omission, which has plagued the non-transparent regulatory process in further violation (indeed, defiance) of the National Environmental Policy Act.

NCTCOG has a binary choice regarding alignment “2(b)”:

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

February 3, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: NCTCOG, through its agent Michael Morris, condescendingly accuses Texas lawmakers of being unable to understand Texas sales and use tax law issues

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this letter is memorialize certain remarkably negative and attacking statements by the North Central Council of Governments ("NCTCOG"), through its authorized agent Michael Morris, by all accounts alleging that the Texas Legislature lacks the competence to understand or deliberate on Texas sales and use tax law issues involving regional transportation.

More specifically, at the January 8 and 10, 2025 Dallas Area Rapid Transit ("DART") Committee meetings, one of the issues discussed was potential legislation in the 89th Texas Legislature arising from disputes between DART and certain member cities relating to sales and use taxes imposed by DART, including potential amendments to the Texas Transportation Code regarding sales and use tax rates imposed by regional transportation authorities such as DART. Tex. Transp. Code § 452.401.

NCTCOG, through Michael Morris, forcefully and repeatedly warned DART that it should take all steps available to avoid the Texas Legislature's involvement in those issues, including expressly stating that they were too "complicated" for legislators to "follow." Quoting Morris:

"You think the legislature can follow this conversation in the real world? No way. It's complicated."

"Can you imagine having these conversations with legislators?"

January 8 and 10, 2025 DART Committee Meetings.

<https://dart.new.swagit.com/videos/325275>; see also <https://dart.new.swagit.com/videos/325494>.

Ken Kirkpatrick
General Counsel
February 3, 2025
Page 2

Putting this in context, Michael Morris – who is neither a legislator nor an elected official – appears to condescendingly (and irresponsibly) accuse Texas lawmakers (who are elected officials) of lacking the skill to comprehend, assess and deliberate upon Texas laws, including sales and use taxes under the Texas Transportation Code.

NCTCOG has a binary choice regarding alignment “2(b)”:

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Regional Transportation Council

February 13, 2025

Correspondence with the Texas Commission on Environmental Quality

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

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

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

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

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



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

November 22, 2024

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

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

Dear Chairman Niermann:

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

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

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

November 22, 2024

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

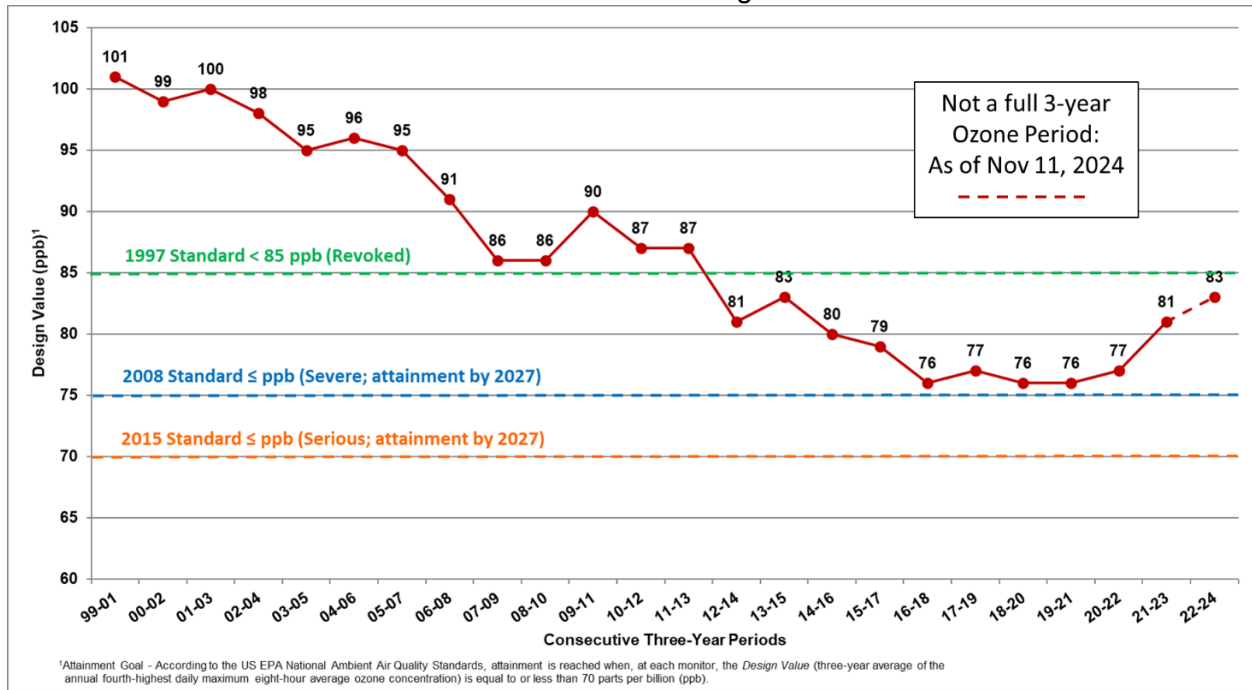
Sincerely,



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

JN:js
Attachments

Attachment 1: Dallas-Fort Worth Observed Ozone Design Value



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

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

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 10, 2024

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

Dear Judge Jenkins:

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

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

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

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

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

Judge Jenkins
Page 2
December 10, 2024

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Richard C. Chism". The signature is written in a cursive, flowing style.

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

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

To whom this may concern:

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

Regards,



Rick Bailey, Commissioner
Johnson County, Precinct 1

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 27, 2024

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

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

Dear Commissioner Bailey:

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

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

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

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

Commissioner Bailey

Page 2

December 27, 2024

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

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

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

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

Sincerely,

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

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



**COLLIN
COUNTY**

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

January 14, 2025

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

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

Dear Mr. Chism:

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

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

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

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

January 9, 2025

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

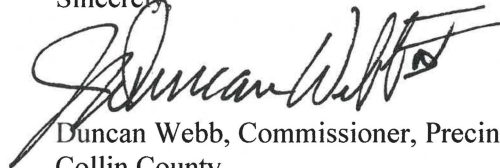
Background ozone contributions present another layer of complexity in achieving compliance with ozone standards. While strategies were requested to address these contributions, specific insights or solutions for managing background ozone levels were not provided. This hinders the development of a comprehensive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

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

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

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

Sincerely,



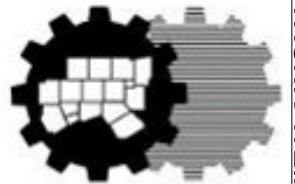
Duncan Webb, Commissioner, Precinct 4
Collin County
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071
(972) 548-4631
jdwebb@collincountytx.gov



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting




February 13, 2025



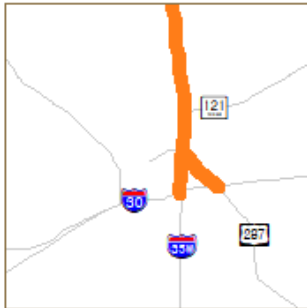
North Central Texas
Council of Governments

Managed Lane System

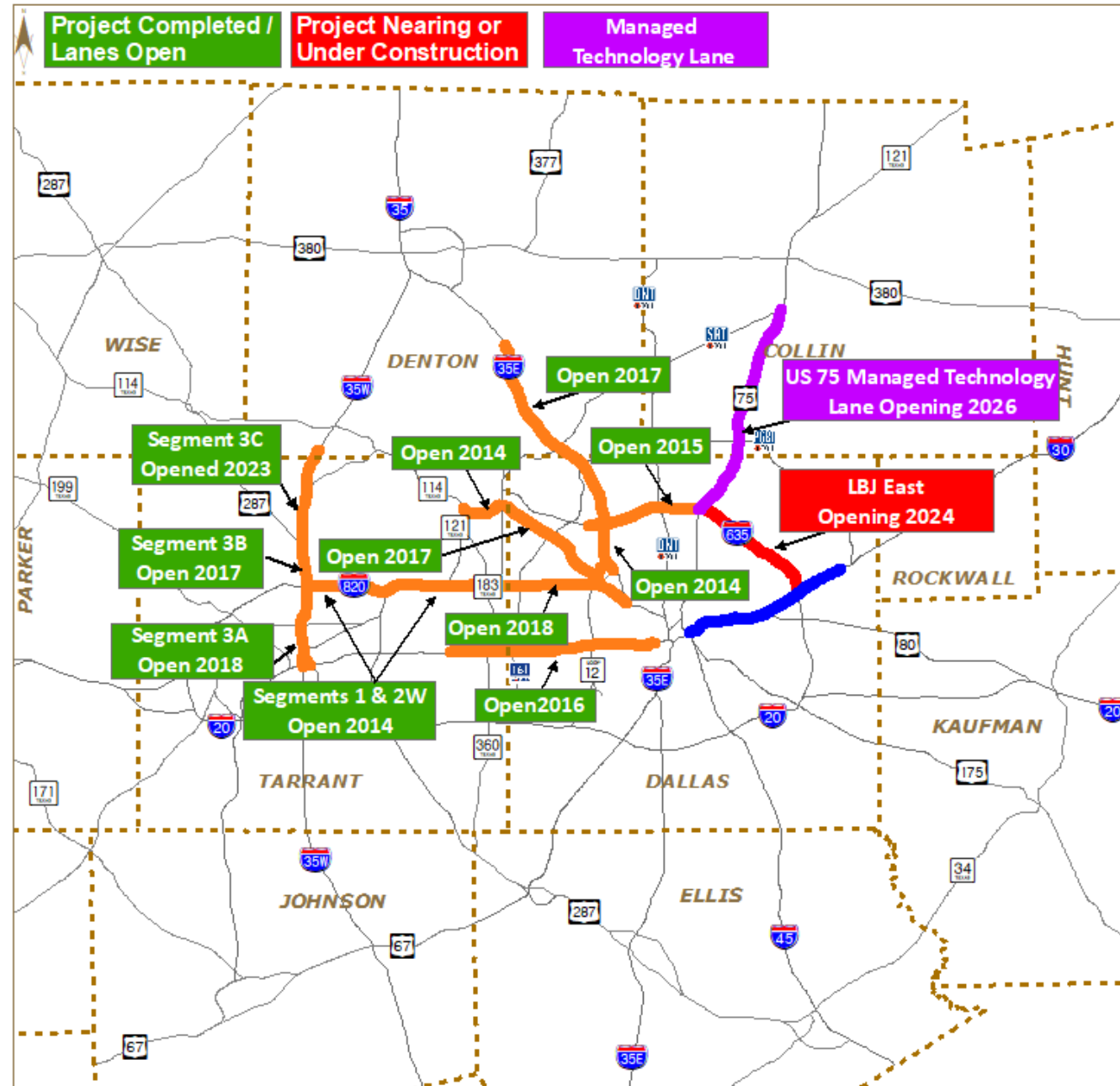
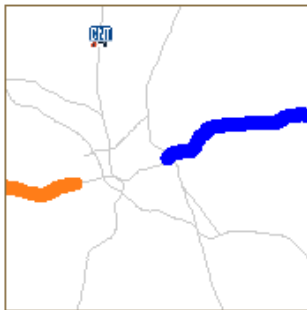
Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2024

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

\$10,641,466 as of November 2024

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

\$12,407 from October 2014 – November 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 – November 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 	\$6,435,024	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 	\$4,206,442	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 December 31, 2024



HOV Users

January 24, 2020 – December 31, 2024

Users: 82,692

Vehicles: 80,162

Occupant Passes: 14,545



Total and HOV Transactions

January 24, 2020 – December 31, 2024

Total Transactions – 6,271,940

LBJ/NTE Partners – 4,115,324

TxDOT – 2,156,615

Total HOV Transactions – 2,883,932 (~46%)

LBJ/NTE Partners – 1,961,751

TxDOT – 922,181

Unique Vehicles – 71,241



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Brian Wilson

Communications Supervisor

bwilson@nctcog.org

(817) 704-2511

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282



Dallas-Fort Worth Clean Cities Annual Survey

Savana Nance
Principal Air Quality Planner
Regional Transportation Council
February 13, 2025

Dallas-Fort Worth Clean Cities Annual Survey

Documents Local Fleets' Use of:

- Alternative Fuel, Hybrid, and Electric Vehicles
- Fuel Conservation and Idle Reduction Strategies
- Strategies to Reduce Vehicle Miles Traveled

Reflects Methods, Strategies and Goals Fleet Use to:

- Increase Efficiency
- Reduce Energy Impact
- Improve Regional Air Quality
 - In 2023, Over 59 Tons of Ozone-Forming Nitrogen Oxides (NO_x) Reduced by Reporting Fleets
- Adopt Advanced Clean Vehicle Technologies and Alternative Fuels

Fulfills Annual Reporting Requirement in Regional Transportation Council's Clean Fleet Policy

Enables Consideration Under Dallas-Fort Worth Clean Cities Fleet Recognition Program

Go to www.dfwcleancities.org/annualreport to complete the survey

Responses are due by February 28, 2025





Department of Energy
Washington, DC 20585

November 18, 2024

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

Dear Lori,

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

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

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

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

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

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

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

Sincerely,



Mark S. Smith
Technology Integration Program Manager

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

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

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

Work Zone Data Exchange Call for Projects

Feedback on Regional Electric Vehicle Charging Station Projects

Local Clean Air Projects Showcase and Funding Opportunities

Meeting Date and Location

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

Public Meeting Purpose and Topics

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

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

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

Summary of Presentations

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

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

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

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

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

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

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

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

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

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

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

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

Website

Eric J. Smith, Citizen

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

Response by NCTCOG Transportation Staff

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

Response by Eric J. Smith, Citizen

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

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

Purpose

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

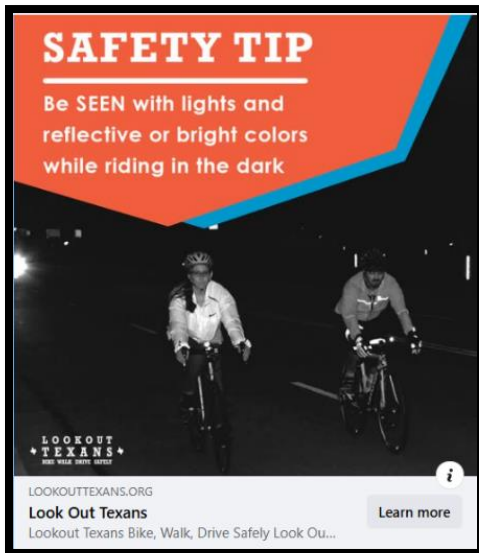
This document is a compilation of general public comments submitted from Friday, Dec. 20, 2024, through Sunday, Jan. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to bicycle/pedestrian/sustainable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

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

Bicycle/Pedestrian/Sustainable Development

Facebook –

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



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

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

High-Speed Transportation

X (Formerly Twitter) –

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

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

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

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

Instagram –

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



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

Transit

X (Formerly Twitter) –

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

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

Alternative Fuel Vehicles

X (Formerly Twitter) –

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





North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

FEB. 11 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

FEDERAL/STATE PARTNERSHIPS FOR THE INTERCITY PASSENGER RAIL PROGRAM

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

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

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

COMMUNITY NOISE MITIGATION PROGRAM GRANT

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

overview of the grant activities will be provided.

2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Over the past few months, NCTCOG staff has been evaluating funding requests from agencies in the Dallas-Fort Worth region. The 2025 Strategic Transportation Funding Program is a culmination of those efforts and proposes to award federal and regional funding to projects across the region. Details of the program and the projects being proposed for funding will be presented.

ONLINE REVIEW + COMMENT

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

MODIFICATIONS TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

No in-person presentation. Handout will be posted online at www.publicinput.com/nctcogFeb25.

RESOURCES + INFORMATION

Mobility 2045 - 2022 Update: Administrative Revisions
www.publicinput.com/nctcogFeb25

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

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

Try Parking It
www.TryParkingIt.com

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

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

Attend in person, watch the presentations live at [publicinput.com/nctcogFeb25](https://www.publicinput.com/nctcogFeb25) or participate via phone by dialing 855-925-2801 then code 10965.

    @nctcogtrans

THE COMMUNITY NEWS

PARKER COUNTY JUDGE PAT DEEN ANNOUNCES REELECTION BID, SEEKS THIRD TERM

By The Community News staff

Jan. 1, 2025

Parker County Judge Pat Deen on Jan. 2 announced his candidacy for reelection, seeking a third term.

In his announcement, Deen highlighted his accomplishments over the past seven years and reaffirmed his commitment to addressing the challenges and opportunities that lie ahead.

“With the strong support of my family, friends, local business leaders, community advocates, and elected officials, I am honored to announce that I am seeking a third term as your County Judge,” Deen said. “Serving the people of Parker County has been one of the greatest privileges of my life, and I am eager to continue the work we’ve started to ensure the County remains a wonderful place to live and work.”

Deen noted that Parker County, one of the fastest-growing counties in the nation, faces unique challenges. However, he expressed confidence in the county’s ability to meet these challenges with thoughtful leadership, strategic planning, and continued collaboration.

Deen pointed to progress in several key areas over the past seven years: the allocation of more than \$9 million of the \$27 million in American Rescue Plan Act (ARPA) funds to address urgent water infrastructure needs in the county’s western quadrant; the establishment of a more efficient, performance-based culture within county operations, resulting in improved services and taxpayer savings; the hiring of a full-time fire marshal and emergency operations manager to enhance public safety; the creation of a mayors council, which unites local city leaders and empowers the community to be more engaged in county decision-making; and the development of both short- and long-term plans to manage the rapid growth of the county.

Deen emphasized the importance of maintaining fiscal responsibility while supporting the county’s needs. He said that under his leadership, Parker County has kept taxes low and remains committed to continuing this conservative approach while ensuring the county’s financial health.

As a member of the Regional Transportation Council, Deen has played a role in addressing transportation challenges in the region. This includes the passage of a \$130 million transportation bond, which will leverage more than \$800 million in federal matching funds to complete 32 transportation projects. These projects will enhance road safety and increase capacity on critical routes like I-20, reducing congestion and improving overall transportation infrastructure.

“There is still much work to be done, and I remain committed to managing Parker County with a focus on fiscal conservatism and sustainable growth,” Deen said. “I will continue to prioritize public safety, water resources, lower taxes, transportation, and economic development to ensure Parker County remains a great place to raise families and build a future.”

\$25 MILLION TRANSPORTATION IMPROVEMENT PROJECT COMING TO THIS TEXAS CITY

By City of Lancaster

Jan. 2, 2025

The Dallas County Inland Port (DCIP) Multimodal Connectivity Project is an ambitious infrastructure initiative designed to improve Belt Line Road and Sunrise Road in the heart of the booming Lancaster industrial market. The project achieved a significant milestone recently with the award of \$25 million in federal funding through the Multimodal Project Discretionary Grant (MPDG) program.

This grant will enable Belt Line Road to be widened to a four-lane divided arterial road from Lancaster Hutchins Road to Interstate 45 (I-45) to the east and Sunrise Road to be constructed as a four-lane facility from Belt Line Road to Loop 9, addressing longstanding transportation challenges and laying the groundwork for continued development.

The Belt Line Road corridor is the heart of the Dallas County Inland Port area, a rapidly growing industrial and data intelligence hub, and has become one of the fastest-expanding industrial regions in the United States. Anchored by the Union Pacific Dallas Intermodal Terminal, the inland port spans over 7,500 acres and enjoys exceptional connectivity to key interstate highways, including IH-20, IH-35E and IH-45. Since 2018, Lancaster itself added more than 15 million square feet of industrial space, with an additional 8 million square feet under construction. The area's growth trajectory reflects its transformation into a vital economic engine and job center for the Dallas-Fort Worth metroplex.

This federal grant will fund a suite of infrastructure upgrades designed to enhance mobility, safety and transportation efficiency. Key improvements include the reconstruction and widening of Belt Line Road and Sunrise Road, critical corridors that facilitate east-west connectivity across the industrial district. Outdated and structurally deficient bridges will be replaced to ensure safer and more reliable transportation routes, while new pedestrian and bicycle pathways will provide enhanced non-motorist connectivity. These upgrades are essential for addressing increased traffic and improving overall accessibility in the region.

Transit services will see significant enhancements, with expanded on-demand and fixed-route options aimed at improving job site connectivity for the local workforce. Freight optimization measures, such as advanced signal technology, will streamline freight movements, reduce emissions and improve air quality. These developments are expected to alleviate congestion, enhance safety and support the region's environmental goals.

The economic impact of the DCIP project is profound, with an estimated 3,000 new jobs anticipated within the next two years. This growth builds on the 2,500 jobs created since 2020, with roles ranging from advanced manufacturing and logistics to high-tech industries like data centers, autonomous vehicles and robotics. The area's evolution into an industrial powerhouse is transforming communities like Lancaster, providing much-needed tax revenue to fund residential infrastructure improvements and elevate the quality of life for local residents.

The DCIP project represents a collaborative effort among the North Central Texas Council of Governments (NCTCOG), Dallas County and the cities of Lancaster and Wilmer. This

partnership has been instrumental in securing funding and advancing the project's vision of transforming southern Dallas County into a leading industrial and data intelligence employment hub. By addressing critical infrastructure gaps and supporting long-term industrial growth, the DCIP initiative is poised to have a lasting impact on the region's economic vitality and quality of life.

With construction expected to be completed by 2029, the improvements funded by the MPDG grant will position the DCIP area for continued growth over the next decade and beyond. Projections suggest that the Lancaster/Wilmer/Hutchins region could accommodate an additional 50 to 75 million square feet of industrial space, ensuring its place as a key driver of economic activity in Texas and the nation. As the project moves forward, it is set to reshape the economic landscape of DFW, creating new opportunities and fostering a brighter future for its residents.

LEWISVILLE'S CORPORATE DRIVE PROJECT ON TRACK TO FINISH IN 2027

By Colby Farr

Jan. 3, 2025



Corporate Drive ends at a 3-way stop at Railroad Street in Lewisville. Two construction projects are underway to extend the road to Old Denton Road. (Cody Thorn/Community Impact)

Lewisville's [Corporate Drive extension project](#) is on track to finish by 2027, according to city officials.

In a nutshell

During a [Dec. 16 City Council meeting](#), Lewisville City Engineer [David Salmon](#) delivered updates to council members about current work on Corporate Drive and parts of I-35E.

Work on Corporate Drive has been split into two projects, both of which are being overseen by [Sundt Construction](#).

The first project includes two segments that will extend Corporate Drive from Railroad Street to east of the Elm Fork Trinity River, according to the city's website. The \$43 million project is expected to finish construction by August 2026, Salmon said.

Construction crews are in the process of building a bridge over the Elm Fork Trinity River for the road, Salmon said.

The second project includes another two segments extending Corporate Drive further east to Carrollton Parkway. Construction crews will also extend Carrollton Parkway east to Old Denton Drive.

The \$29 million project is expected to finish construction by December 2027, Salmon said. Sundt officials have cleared most of the right of way and efforts are underway to install storm drain and water main improvements, according to the presentation.

The background

Both projects started construction in 2024. Lewisville City Council members first [approved a construction contract in December 2023](#) for Corporate Drive's extension to Huffines Boulevard.

The project started construction in February, according to the presentation. In addition to building a four-lane road, the project includes new streetlights and about 1.5 miles of new trails and sidewalks, according to the city's website.

Construction is funded by a mix of capital funding and regional toll revenue provided through the North Central Texas Council of Governments.

Council members [approved a second construction contract in April](#) for segments four and five of the extension. The project started construction in June, according to the presentation. The project plans for new construction of a four-lane road and new streetlights along the road, according to the city's website.

More information about both projects can be found on the [city's website](#).

HERITAGE, PADDOCK REVITALIZATION PROJECT REACHES \$43 MILLION IN FUNDRAISING

By Scott Nishimura

Jan. 4, 2025



The planned makeover of Heritage and Paddock parks in downtown Fort Worth would connect downtown to the riverfront via a winding trail. (Courtesy photo | Downtown Fort Worth Inc.)

The fundraising campaign to redevelop the Heritage and Paddock parks and connect them to the Trinity River below has reached more than \$40 million of its \$50 million-plus goal so far.

“About \$43 million has been identified so far,” said Andy Taft, president of the nonprofit [Downtown Fort Worth Initiatives Inc.](#), which raises money for downtown initiatives. Taft also is president of the related [Downtown Fort Worth Inc.](#) advocacy nonprofit.

Taft said the organization’s goal is to be almost entirely done with architecture, engineering, approvals, cost estimating and fundraising by December 2025.

“By that time, we should have a very good sense of whether our current fundraising goal is sufficient,” he said. “If not, fundraising will continue.”

The \$50 million is the “current construction target,” with 30% of design complete, Taft said.

The target contains significant room for potential price escalation “and a hopefully healthy contingency for unknowns,” Taft said. “This is a complex construction site, so we’re trying to be conservative.”

The city closed Heritage Park in 2007 because of safety concerns. The philanthropist Ruth Carter Stevenson spurred the project to reopen it. Downtown Fort Worth Inc. helped move it ahead after it offered to take over the design and approval process and fundraising. Louise Appleman and Randy Gideon are the campaign co-chairs, and Mayor Mattie Parker also has been involved in the fundraising.

The city's portion of the costs is capped at \$19 million, and Downtown Fort Worth Inc. is pursuing other sources. [Estimated costs have risen](#) as the city has discussed the project.

[Heritage Park](#) and Heritage Plaza sit to the northwest of the [Tarrant County Courthouse](#) across Belknap and North Main streets, and [Paddock Park](#) sits to the north of the courthouse across Belknap.

The [project](#) will create another access point to the river from downtown. Paddock Park will be redesigned with a waterfall, shallow pool, shaded decks and nighttime lighting. Heritage Park will be redesigned with several pedestrian-friendly, landscaped spaces and features, including a "balcony" overlooking the riverfront below, a winding trail called the "Canopy Walk" to the river, and a set of "river stairs" to a landing. All of the spaces will be designed to allow programming such as festivals. Improved street crossings will better link Paddock and Heritage parks.

Other fundraising details:

- Of the \$43 million raised or identified so far, \$17 million is for street work, pedestrian improvements, signals and ADA access, Taft said.
- Of the \$43 million, \$37.8 million is in public pledges, voter-approved or "otherwise identified subject to conditions, reviews and project progress," Taft said.
- The \$5.2 million remainder of the \$43 million has been raised from private donors, he said. The [Amon G. Carter Foundation](#) in June [announced a \\$1 million](#) lead gift. "Many other significant donors have or will be approached and response has been gratifyingly positive," Taft said.
- The fundraising goal for the remainder of the company is an additional \$12 million from private sources, Taft said. That "will include \$5 million to be used as a maintenance endowment."
- When might construction begin? "Our current projection is that, if all goes well, construction could start in 2026," Taft said. "We believe 18-24 months of construction should be sufficient."

The public portion of funding includes:

- \$1 million from the [Downtown Tax Increment Finance District](#).
- \$1.5 million approved by voters in the 2014 Fort Worth bond election.
- \$7.3 million for street and sidewalk improvements around the courthouse, from the [Regional Transportation Council](#). "These long-needed traffic and safety improvements were identified as part of the project process but are not linked to park construction," Taft said.
- \$13.5 million approved by voters in the 2022 Fort Worth bond election.

- \$8 million for the canopy walk and river stairs from the Regional Transportation Council, contingent upon the project being built. This piece of the project includes ADA access.

IRVING WEEKLY

CITY OF IRVING EARNS RECOGNITION FOR COMMITMENT TO CLEANER FLEETS

By Irving Weekly Staff

Jan. 6, 2025

The City of Irving has been recognized at the Dallas-Fort Worth Clean Cities Coalition's annual Fleet Recognition Awards for its dedication to cleaner air and reducing fossil fuel reliance. Held on December 12, 2024, at the North Texas Council of Governments, the awards highlighted the city's commitment to environmentally friendly fleet operations, earning a Gold status alongside other top honorees like Dallas, Carrollton, and Grand Prairie.

Irving's fleet initiatives have notably reduced an estimated 13,000 gallons of gasoline equivalent through the use of over 650 biodiesel, compressed natural gas, and electric vehicles and equipment. The city has also prioritized reducing vehicle idling, implementing telematics and a low idle time policy to optimize efficiency and minimize emissions.

The Clean Cities Fleet Recognition Awards, which honor North Texas fleets for their efforts in cleaner transportation, awarded Gold to nine entities, including Dallas Area Rapid Transit, DFW International Airport, and the cities of Denton, Grand Prairie, and Southlake. Silver and Bronze recognitions were also awarded to several other municipalities and businesses for their commitment to cleaner energy alternatives and fleet management strategies.

Irving's achievements in reducing its carbon footprint through innovative fleet management serve as an example of the city's ongoing efforts to improve air quality and sustainability across North Texas.

NORTH TEXAS LEADERS PREPARE TO SPEND \$1M ON LEGAL FIGHT RELATED TO HIGH-SPEED RAIL LINE

By Eric Garcia

Jan. 6, 2025

A pricey legal fight over high-speed rail routes in North Texas could be on the horizon.

The Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, could allocate \$1 million in funding “in preparation for potential litigation” by Dallas-based Hunt Realty Investment Inc. related to an environmental assessment for high-speed rail in the Fort Worth-Dallas area.

The local funding request will be considered at the transportation council’s Jan. 9 meeting in Arlington, according to the group’s agenda.

Council staff has received “numerous correspondences” from attorneys representing Hunt Realty and other Hunt-related entities concerned about a proposed high-speed rail route through downtown Dallas that includes the 20-acre Reunion property owned by Hunt. The company wants to [invest \\$5 billion](#) into development on land surrounding the Hyatt Regency Hotel and Reunion Tower.

Hunt Realty Investment Inc. and other Hunt-related entities have sent 16 separate items to the Council of Governments since Oct. 9, 2024, asserting various legal and factual claims regarding the environmental assessment as well as a 1975 master agreement between Hunt entities and the city of Dallas.

In an Oct. 21 letter to the Council of Governments general counsel, attorney Eric Gambrell of Akin Gump Strauss Hauer & Feld LLP said the current route alignment — known as Alignment B — “would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.”

Construction, which will [expand the center’s space](#) to 2.5 million square feet, began last year with a completion date of 2029.

The route, Gambrell said, “would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement — in place since 1975.”

The Council of Governments’ continued action on high-speed rail “is in defiance and disregard” of the resolution Dallas City Council members approved June 12.

Council members unanimously opposed a downtown Dallas route so the city could conduct a long-range economic impact study to determine the effects of the rail project in the Central Business District. In their resolution, council members said, “the City Council does not support construction of any above ground passenger rail lines through downtown and adjacent areas aside from streetcar projects.”

In addition, Gambrell wrote Nov. 18, the Council of Governments did not disclose to the Federal Transit Administration the Dallas master agreement's "legal bar" to the alignment nor did it "disclose numerous other significant adverse impacts that would result from the alignment."

The [revised alignment for the rail project](#), developed after the resolution passed, 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 proposed route would cross Interstate 30 from the north and avoid the convention center before heading south to the elevated high-speed rail station at the Cedars neighborhood south of the Dallas Central Business District.

A high-speed rail route from Fort Worth and Arlington to Dallas that could carry up to 30,000 daily passengers is currently more than 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 Dallas to Houston 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 2024 as part of the Biden administration's 2021 infrastructure law.

The Council of Governments said it is preparing a response to the Hunt inquiry. The council has provided about 2,500 pages of documents in April 2024 in response to the request by the Hunt attorneys. Attorneys for Hunt Realty requested the Council of Governments "preserve and not destroy" documents broadly related to high-speed rail and the environmental assessment.

"Such a notice is often a precursor to litigation," the Regional Transportation Council agenda said.

Council staff recommends the transportation council allocate \$1 million in local funds to be used in \$250,000 increments for additional legal support to assist in responding to the legal matters and other preparatory work.

If the item is approved, the funds would be provided on a quarterly basis to the Regional Transportation Council.

THE TEXAS 100: INFLUENTIAL PROS TO KNOW IN 2025

By Colin Pope and Will Anderson
Jan. 6, 2025

There's a new version of the Texas 100 out.

It's a listing of the impactful Texans we expect to make headlines and shape how the state does business in 2025. These people hold sway over important companies or organizations or stand poised to make critical decisions on important topics. They include well-known tech entrepreneurs, real estate gurus, sports stars and political players.

But many powerful billionaires, business mavens and regulators don't make this cut. In fact, many of the names might be new to you. We hope that's the case because we're in the business of facilitating connections. Some of these people are quite accessible.

The Texas 100 is an effort by the business journals in Austin, Dallas, Houston and San Antonio. It is an assessment based on our newsrooms' reporting and expertise covering the state's high-powered business communities.

Check out the names assembled by the Dallas newsroom below and then dive into the listings for the other cities farther down. Use this story to figure out who will be making news in Texas in 2025.



Michael Morris, director of transportation, NCTCOG

The North Central Texas Council of Governments' transportation guru is involved with several massive projects right now. He is part of the team aiming to bring a \$6 billion high-speed rail

route to the Metroplex. The roughly 30-mile train would have three stops in Dallas, Fort Worth and Arlington and could even connect DFW to the Houston area via a 90-minute ride. But city officials and business leaders raised concerns that a proposed elevated station running through the southwest portion of downtown Dallas could disrupt developments in the area. Following the controversy, regional transportation leaders brought forth an alternative route that would run west of downtown Dallas and received additional funding to bring the proposed alignment to the same engineering and planning level as the elevated station. Morris is also tackling mobility efforts tied to the 2026 FIFA World Cup, not to mention wider transportation solutions as the region heads toward a projected 2050 population of around 15 million.

Click [here](#) to read the entire list.

WFAA

LAWSUIT COULD BE COMING OVER HIGH-SPEED RAIL PLANS, NORTH TEXAS LEADERS WARN

Attorneys for wealthy Dallas developer Ray L. Hunt and his companies have indicated they plan to sue over the high speed rail plans

By Cole Sullivan
Jan. 7, 2025

A high-speed rail connection from Dallas to Houston could face a new obstacle with an expected legal challenge on the way from one of the wealthiest men in North Texas.

The Regional Transportation Council, a division of the North Central Texas Council of Governments, said it has received more than a dozen letters from attorneys representing Ray L. Hunt challenging the high-speed rail plans.

It said the correspondence, including a demand for the government agency to preserve documents connected to the plans, indicates a lawsuit may be coming.

On Thursday, RTC members will vote on whether to authorize \$1 million for legal support to respond to the Hunt inquiries and prepare for litigation.

Hunt Realty Investments, one of the companies Hunt controls, [previously warned plans for it could "sacrifice" the city's iconic Reunion Tower](#). Dallas City Council voted to oppose an option for the train to run directly past Reunion Tower in June, but [green-lit an economic development study](#) on a new route that would run west of Downtown Dallas in October.

A Jan. 3 letter to NCTCOG outlined Hunt's opposition to the line, including a claim one of the routes proposed violates a 1975 agreement between Hunt and the city of Dallas.

It also said NCTCOG has not received final approval for the Dallas station -- set to be located in the Cedars neighborhood -- is improperly putting other transportation projects on hold until rail is approved and recklessly endangering Dallas parks and bridges with the proposed route.

When Hunt Realty Investments raised concerns publicly in June, it said the proposed route of the train line would risk the economic viability of the Hyatt Regency Hotel and the new Kay Bailey Hutchison Convention Center.

At the time, NCTCOG Director of Transportation Michael Morris declined to name Hunt directly, but said "I think there's a developer that wishes that high-speed rail between Dallas and Houston and Dallas and Fort Worth would never happen."

A spokesperson for Hunt Consolidated declined to comment, saying "The Hunt organization is privately held, and as such, we do not comment on our activities nor on the activities of others."

If RTC approves [the million dollar allocation](#) Thursday, it would receive quarterly updates on the expenditures of the funds, which would be used in \$250,000 increments.

LEGAL FIGHT COULD ENSNARE PLANNING FOR DALLAS-TO-FORT WORTH BULLET TRAIN

By Plamedie Ifasso

Jan. 7, 2025

Plans to connect Dallas to Fort Worth via high-speed rail have generated a lot of interest, as well as some controversy. The saga could also spark legal action.

Hunt Realty Investment Inc. could take regional transportation planners to court over one of the proposed routes for [an elevated train route](#) running near Reunion Tower in downtown Dallas.

The North Central Texas Council of Governments will be requesting \$1 million from the Regional Transportation Council to prepare for any potential litigation from the Dallas-based real estate firm related to the environmental assessment of the Dallas-to-Fort Worth high-speed rail project, according to a draft agenda of NCTCOG's Jan. 9 meeting.

Attorneys for Hunt Realty have sent NCTCOG 16 mail messages since Oct. 9 requesting the agency "[preserve and not destroy](#)" documents related to the high-speed rail project. At the heart of the matter is whether the [the elevated alignment](#) violates a 1975 master agreement between Hunt-related entities and the City of Dallas, according to public documents filed with the meeting agenda.

No lawsuit has been filed and there's no way to know what will happen. But transportation planners indicated such notice is often a precursor to litigation.

A spokesperson for Hunt Realty declined to comment. NCTCOG also declined to comment, pending direction from the RTC.

The situation speaks to the contentious nature of the debate over high-speed rail in DFW.

Hunt executives previously voiced concern that the elevated train line could disrupt the company's proposed \$5 billion development near the Hyatt Regency and Reunion Tower.

Following opposition from business leaders and city officials, NCTCOG also decided to study [a more western](#) alignment for the train that would avoid downtown. They plan to bring engineering design and planning up to the same level as the downtown route.

The RTC — an independent transportation policy council consisting of municipal and county government officials — in August approved \$1.65 million in funding to study the [alternative route skirting past downtown](#). The line would travel west of downtown between the Trinity River and South Riverfront Boulevard and cut across Houston Street I-35E to reach a station in the Cedars.

Planning for the high-speed train between Dallas and Fort Worth has been ongoing for years. Supporters of the project say it will ease highway congestion as population is anticipated to soar in North Texas. But critics say it's an expensive bet on trains at the expense of other transportation investments.

In June, Dallas City Council approved an [economic impact study of the route through downtown](#).

NCTCOG Director Michael Morris anticipates the organization will hear back from the consultant conducting Dallas' economic impact study in the spring and said design should reach the 30% level, clearing the environmental assessment, by the summer. The rail line is estimated to cost about \$6 billion, but this projected cost could change depending on the selected route.

The train could then fit into a larger high-speed rail network proposed to extend to Houston, connecting the two metros via a 90-minute train ride with speeds reaching up to 200 miles per hour.

NORTH TEXAS LEADERS PREPARE TO SPEND \$1M ON LEGAL FIGHT RELATED TO HIGH-SPEED RAIL LINE

By Eric Garcia / Fort Worth Report
Jan. 7, 2025

A pricey legal fight over high-speed rail routes in North Texas could be on the horizon.

The Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, could allocate \$1 million in funding “in preparation for potential litigation” by Dallas-based Hunt Realty Investment Inc. related to an environmental assessment for high-speed rail in the Fort Worth-Dallas area.

The local funding request will be considered at the transportation council’s Jan. 9 meeting in Arlington, according to the group’s agenda.

Council staff has received “numerous correspondences” from attorneys representing Hunt Realty and other Hunt-related entities concerned about a proposed high-speed rail route through downtown Dallas that includes the 20-acre Reunion property owned by Hunt. The company wants to [invest \\$5 billion](#) into development on land surrounding the Hyatt Regency Hotel and Reunion Tower.

Hunt Realty Investment Inc. and other Hunt-related entities have sent 16 separate items to the Council of Governments since Oct. 9, 2024, asserting various legal and factual claims regarding the environmental assessment as well as a 1975 master agreement between Hunt entities and the city of Dallas.

In an Oct. 21 letter to the Council of Governments general counsel, attorney Eric Gambrell of Akin Gump Strauss Hauer & Feld LLP said the current route alignment — known as Alignment B — “would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.”

Construction, which will [expand the center’s space](#) to 2.5 million square feet, began last year with a completion date of 2029.

The route, Gambrell said, “would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement — in place since 1975.”

The Council of Governments’ continued action on high-speed rail “is in defiance and disregard” of the resolution Dallas City Council members approved June 12.

Council members unanimously opposed a downtown Dallas route so the city could conduct a long-range economic impact study to determine the effects of the rail project in the Central Business District. In their resolution, council members said, “the City Council does not support construction of any above ground passenger rail lines through downtown and adjacent areas aside from streetcar projects.”

In addition, Gambrell wrote Nov. 18, the Council of Governments did not disclose to the Federal Transit Administration the Dallas master agreement's "legal bar" to the alignment nor did it "disclose numerous other significant adverse impacts that would result from the alignment."

The [revised alignment for the rail project](#), developed after the resolution passed, is still being finalized but would generally take trains west of Interstate 35E and run mostly parallel with South Riverfront Boulevard and extend over several businesses.

The proposed route would cross Interstate 30 from the north and avoid the convention center before heading south to the elevated high-speed rail station at the Cedars neighborhood south of the Dallas Central Business District.

A high-speed rail route from Fort Worth and Arlington to Dallas that could carry up to 30,000 daily passengers is currently more than 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 Dallas to Houston 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 2024 as part of the Biden administration's 2021 infrastructure law.

The Council of Governments said it is preparing a response to the Hunt inquiry. The council has provided about 2,500 pages of documents in April 2024 in response to the request by the Hunt attorneys. Attorneys for Hunt Realty requested the Council of Governments "preserve and not destroy" documents broadly related to high-speed rail and the environmental assessment.

"Such a notice is often a precursor to litigation," the Regional Transportation Council agenda said.

Council staff recommends the transportation council allocate \$1 million in local funds to be used in \$250,000 increments for additional legal support to assist in responding to the legal matters and other preparatory work.

If the item is approved, the funds would be provided on a quarterly basis to the Regional Transportation Council.

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OFFICIALS BRACE FOR HUNT REALTY LAWSUIT OVER DALLAS BULLET TRAIN

The North Central Texas Council of Governments is requesting \$1 million to prepare

By Amber Gaudet
Jan. 7, 2025



Hunt Realty officials say construction of the elevated rail line through the southeast corner of downtown Dallas will kill their plans for a \$5 billion development. (Hart Howerton Architects / Hart Howerton Architects)

Regional transportation planners are gearing up for a potential lawsuit by a [prominent real estate firm](#) over plans to install a high-speed line that links Dallas to Fort Worth.

During its next regular meeting, The North Central Texas Council of Governments Regional Transportation Council is expected to request \$1 million in local funds, in preparation for a potential suit by Hunt Realty Investments over the high-profile plans for a DFW bullet train.

The request follows 16 correspondences from attorneys representing “Hunt-related entities” since October centered around the elevated rail plans.

Hunt Realty [said in March](#) that one of the proposed routes for the train, known as “Alignment 2B,” would slice through the southwest corner of downtown Dallas, where the firm owns the more than [20-acre Reunion property](#) including the [Hyatt Regency Hotel and Reunion Tower](#).

That would thwart plans for a \$5 billion development on land surrounding the Hyatt.

The DFW rail, which could ferry up to 30,000 passengers daily, is separate from a proposed [Dallas to Houston high-speed rail line](#). Those plans have been in the works for more than a decade, but transportation planners want to connect the lines to provide a “one-seat ride” to passengers.

Related: [Hunt Realty: Elevated high-speed rail line could thwart \\$5 billion Reunion project](#)

“The so-called ‘Alignment 2b’ would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center,” attorney Eric Gambrell wrote in an October letter to the council.

The alignment would connect the federally-approved station in the Cedars to both the Eddie Bernice Johnson Union Station on the southwest side of downtown, and the Hyatt Regency, via a sky bridge.

The route would also interfere with a Reunion master agreement in place between the city and the Hunt family since 1975, the letter argues.

In June, the Dallas City Council [voted to withhold support](#) for construction of any above-ground rail lines through downtown, pending the results of an economic impact study. But Hunt’s attorneys argue that plans to move forward with environmental assessments are “in defiance and disregard” of the June resolution.

Still, transportation planners, through letters from their attorneys, have said moving forward with environmental assessment ensures both route options will be available at the conclusion of the study.

The transportation council has provided Hunt’s counsel with more than 2,500 pages of documents so far, according to its Thursday agenda. Staff are recommending the council allocate \$1 million in funds in \$250,000 increments for additional legal support.

The council’s Thursday meeting was postponed due to winter weather and a new meeting date has not yet been announced.

NCTCOG officials and a representative for Hunt Consolidated both declined to comment on the matter Tuesday.

DART EYES BOOST TO PLANO SERVICE, BUT DOWNPLAYS \$55M FUNDING PLEA

Board members discussed request by member cities Wednesday

By Amber Gaudet
Jan. 8, 2025

[Dallas Area Rapid Transit](#) board members on Wednesday signaled they would not support a request for \$55 million in mobility funds by Plano, but discussed options to expand service to the city.

The agency's Committee-of-the-Whole debated priorities outlined by member cities in a special workshop. Though board members frequently cited a desire to apply changes fairly to all member cities, much of the discussion centered on Plano.

In October, Plano and five other cities [proposed that DART create a general mobility fund](#) that would rebate cities up to 25% of their tax contributions, which they can then independently invest in eligible mobility projects.

For Plano, that amounts to \$27.5 million each for fiscal years 2025 and 2026, totaling \$55 million.

DART's Plano representative, Paul Wageman, said the \$55 million discussed Wednesday was different than what Plano originally requested.

"This was a response to a request that Mark Enoch posed to my mayor, 'What is it you want?'" Wageman said. "...The response was they wanted 25% of the sales tax contribution they made in '24 and '25 and that has somehow morphed into \$55 million split evenly."

DART has [faced public pressure from half of its member cities](#), who have expressed dissatisfaction with the service their residents receive.

A 2024 report by professional services firm EY showed that Plano contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city. Plano has pointed to that disparity as a cause for receiving some of their tax contributions back.

Several board members, however, said they don't feel the EY report adequately reflected how the transit agency operates, pointing to the regional nature of service.

"The idea of a regional transportation agency, there was never a mindset of \$1 out for \$1 in, because it was an investment in the region," said Mark Enoch, who represents Garland, Glenn Heights and Rowlett.

"Now the EY study shows a pretty strong difference for Plano and if the EY study is to be paid attention to, we need to do something about it, but my cities say no to the payment plan," Enoch added.

Board members instead discussed implementing a circulator service — a dedicated shuttle within a specific zone — around Legacy West, or a one-year on-demand GoLink pilot in Plano. That pilot could cost between \$15 and \$25 million without factoring in the potential elimination of fixed-route service, while a circulator service could start at around \$5 million.

Of the cities DART officials have met with so far, which excludes Dallas, five in total requested circulator service.

Michael Morris, North Central Texas Council of Governments' director of transportation, shared Transit 2.0 study recommendations during Wednesday's workshop. Morris encouraged the DART board to work with cities to prevent funding disagreements from being taken to the legislature.

"DART can figure this out without having to go to the legislature to do it," Morris said. "I've got \$200 million a year [in funding] I'm trying to bring back. The last time this went to the legislature it sucked out all the air of our legislation."

He added: "This is so sexy to a legislature they would ignore everything else we're trying to do."

The committee also discussed potential changes to the current DART board structure, which awards Dallas an eight-seat majority based on population. Some officials have said the model gives suburban cities little say in board decisions.

Staff-proposed alternatives presented Wednesday included all member cities being represented with equal votes; geographical election of seven at-large board members; weighted board member votes based on population or sales tax; or supplementing the current method with a required supermajority vote to add service.

The board signaled that supplementing the current method with a supermajority requirement would be the most favorable option. The board asked staff to include the item on a future agenda for a formal vote.

DART will continue discussions during a special meeting Friday at 1 p.m.

NORTH TEXAS LANDS \$62M+ IN EPA GRANTS FOR 244 ZERO-EMISSION VEHICLES ACROSS TWO ORGANIZATIONS

By Lance Murray
Jan. 10, 2025

The North Central Texas Council of Governments and the Dallas Independent School District have received grants totaling more than \$62 million to help buy 244 zero-emission vehicles via the Environmental Protection Agency's first-ever Clean Heavy-Duty Vehicles Grant Program.

The EPA program, created by the Inflation Reduction Act of 2022, will replace existing internal combustion engine heavy-duty vehicles with zero-emission vehicles. It also will support the build-out of clean vehicle infrastructure as well as the training of workers to deploy these new zero-emission technologies, the agency said.

NCTCOG will receive \$60 million and will award rebates to program beneficiaries to replace roughly 234 vocational vehicles with 234 zero emission vehicles (ZEV).

DISD will receive \$2,184,164 to replace 10 Class 7 diesel trucks with 10 Class 7 electric trucks. Supporting infrastructure for the project includes 10 Level 2 chargers along with all necessary materials and software.

EPA announced that 70 applicants across 28 states, three Tribal Nations, and one territory have been selected to receive a total of more than \$735 million to assist in the purchase of more than 2,000 zero-emission vehicles through the inaugural Clean Heavy-Duty Vehicles Grant Program.

"Thanks to President Biden, we are accelerating American leadership in developing clean technologies that address the impacts of climate change," EPA Administrator Michael S. Regan said in a statement. "Together, the Clean Heavy-Duty Vehicles Grant projects announced today will slash air pollution and enhance the country's infrastructure for cleaner transportation solutions, creating good-paying jobs along the way."

North Texas program to include supporting infrastructure

EPA said that specific NCTCOG projects will be identified through a Call for Projects to select rebate recipients upon award by EPA.

Based on a regional fleet survey conducted to inform this proposal, NCTCOG said it expects the fleet mix to consist mostly of box trucks, step vans, and refuse haulers. Most new vehicles will be battery electric with a few hydrogen fuel cell vehicle pilot projects.

NCTCOG said that each project is expected to include supporting infrastructure. NCTCOG also will develop a regional ZEV workforce development plan, implement priorities identified through the plan, and host first responder training specific to ZEV.

(Based in Arlington, NCTCOG is a voluntary association of, by, and for local governments in a 16-county region of North Central Texas. It includes more than 230 member governments including 16 counties, numerous cities, school districts, and special districts.)

North Texas-based members of Congress applauded the EPA announcement.

U.S. Rep. Jasmine Crockett (D-Dallas) said the funding shows the Biden Administration's support for the health and safety of North Texas communities. U.S. Rep. Marc Veasey (D-Fort Worth) said it illustrates the administration's commitment to keeping Dallas-Fort Worth a leader in technology, innovation, and public infrastructure.

Disadvantaged communities with poor air quality were prioritized

Nationwide, the agency said, more than 3 million Class 6 and Class 7 vehicles are in use across a variety of vehicle types and vocations.

EPA said that many are older vehicles that emit higher levels of harmful pollutants—like nitrogen oxides, fine particulate matter, and greenhouse gases—than newer vehicles. The agency said the pollution is associated with respiratory and cardiovascular disease, among other serious health problems, and that cleaning up pollution from heavy-duty vehicles helps protect the health of 72 million people living near truck freight routes in America.

The administration said that proposed replacement vehicles include battery-electric box trucks, cargo trucks, emergency vehicles, refuse/recycling haulers, school buses, shuttle buses, step vans, transit buses, utility vehicles, and other vocational vehicles, as well as a small number of hydrogen fuel cell transit buses. The Clean Heavy-Duty Vehicles Grant Program also funds zero-emission vehicle fueling infrastructure (such as electric vehicle charging stations) as well as the workforce development and training.

EPA said these investments support the implementation of the Biden-Harris Administration's National Blueprint for Transportation Decarbonization and the National Zero-Emission Freight Corridor Strategy.

According to the EPA, roughly 70% of the funding will support the purchase of clean school buses, helping provide clean air for children on their ride to school.

EPA said it prioritized disadvantaged communities facing air quality challenges, including nonattainment with EPA's fine particulate matter (PM_{2.5}) and ozone (O₃) National Ambient Air Quality Standards (NAAQS) or high levels of ambient diesel particulate matter.

It said that applications were evaluated on engagement with affected communities, especially local residents, to ensure their meaningful participation with respect to the design, planning, and performance of the project.

FORT WORTH REPORT

RAIL EXPANSION, FEDERAL DOLLARS ARE BOOSTING TRANSPORTATION INFRASTRUCTURE IN ALLIANCE AREA

By Eric Garcia

Jan. 11, 2025



BNSF Railway workers complete a portion of double railroad tracks, a project that will increase capacity in the Alliance area and throughout the state. (Courtesy photo | BNSF Railway)

More than three miles of double railroad tracks are completed near Saginaw in northwest Tarrant County — part of a BNSF Railway project to increase capacity in North Texas.

The Fort Worth-based railroad company is planning to add about 2 more miles of double tracks in the busy rail corridor as millions of dollars in Alliance area infrastructure improvements are underway or planned to boost the booming inland port that connects with air, rail and ground transportation.

BNSF said the additional track capacity opens more growth opportunities for railroad customers across an important section of the company's rail network.

“Once the entire project is complete — only about 2 miles to go — we will have two main tracks all the way from Lambert, just north of Alliance, down to and across Tower 55 near downtown

(Fort Worth), one of the busiest rail intersections in the country,” Kendall Kirkham Sloan, a BNSF spokesperson, said.

BNSF’s project will complement other components of infrastructure improvements near Perot Field Fort Worth Alliance Airport following an \$80 million federal grant announced in late October.

Hillwood, led by chairman Ross Perot Jr., was awarded the Infrastructure for Rebuilding America grant to bolster the U.S. supply chain in partnership with the Texas Department of Transportation, the cities of Fort Worth and Haslet, and the North Central Texas Council of Governments.

The planned Smart Port at AllianceTexas, a \$262 million public-private partnership that includes a 27,000-acre mixed-use development, will connect with the AllianceTexas Inland Port, a major southwest U.S. supply chain hub, with other Texas rail and ground freight corridors. Private sector investment will be about \$96 million.

“AllianceTexas is poised to redefine what it means to be a modern logistics hub,” Perot said in October. “By integrating automation and forward-looking technologies through this grant, we will not only strengthen the national supply chain but also set a global benchmark for resilience and efficiency in port operations.”



The BNSF Intermodal facility at Alliance Texas. (Courtesy photo | Hillwood) Credit: Debra Hale

BNSF’s Alliance Intermodal Facility, which has about 4.2 million trucks going in and out each year, will include a new 32-acre container lot with electric drayage service — the use of electric

vehicles to transport goods to more than 14 million square feet of next-generation warehouse space nearby.

A planned smart-connected bridge, which will aid in vehicle-to-infrastructure communication, will connect the BNSF facility to State Highway 170 and move trucks off busy Interstate 35W in northern Tarrant and southern Denton counties. The number of trucks traveling in and out of the intermodal facility is expected to reach more than 8 million annually by 2035.

Long-term telecommunications infrastructure will support expanded semi- and fully autonomous technology and vehicles while boosting public/private 5G network growth.

The infrastructure will aid a new TruckPort for electric vehicle freight operations that will include charging units for short- and long-haul operations. A connected Texas freight corridor will incorporate technology for autonomous trucks throughout the 865-mile Texas Triangle area that links North Texas, Austin-San Antonio and Houston areas.

Alliance also plans to build an independent, renewable microgrid to mitigate Texas energy spikes and unforeseen energy impacts, such as the 2021 Texas winter storm that left millions without electricity for days.

In December, Regional Transportation Council leaders celebrated those in the private and public sectors that aided in securing the \$80 million Alliance grant. The council is an independent body made up of North Texas leaders focused on transportation policy.

“By leveraging technology to improve supply chain resilience, this project allows Dallas-Fort Worth to serve as a transformative model for the efficient movement of goods to market,” Denton County Judge Andy Eads said. “I would like to thank Tarrant County Commissioner Gary Fickes, my colleague on the RTC, as well as all dedicated leaders of the RTC and the legislative community from across Dallas-Fort Worth, for recognizing the importance of this project to the long-term economic outlook of the region, state and nation.”

Jeff Neal, transportation senior projects manager for the North Central Texas Council of Governments, said the project was dear to his heart and he was glad that an award was secured.

“This has been to add a direct connector to the facility ... allowing for direct connection into planned technology-supported lanes that will, with vehicle-to-infrastructure technology, cameras and a lot of other equipment, help facilitate a move toward bringing connected and automated vehicles from intermodal centers directly into the public highway realm,” Neal said.

The combination of technology and transportation will mean a more efficient inland port and create a seamless platform for connecting the region, Neal said.

“I’m very excited to get these projects not just through the planning and the work that we’ve done in our applications but now through implementation,” he added.

The Alliance project will also support the site’s future intermodal growth, including planned services to Mexico.

The Texas comptroller’s office estimates that the Alliance Global Logistics Hub operation contributed \$12.2 billion to the Texas economy and supported 81,300 jobs in 2018.

ADVOCATES CRITICIZE DART DIRECTOR'S LOBBYING TIES TO UBER

By Pablo Arauz Pena

Jan. 14, 2025

Plano residents and transit advocates are criticizing a member of the DART board of directors for lobbying for Uber amidst a debate to reduce services for the agency.

During a Plano City Council meeting Monday, riders and Plano residents called DART director Paul Wageman's lobbying work for Uber "fishy" and "unacceptable."

"There's an obvious subversion of DART's rail and bus system," said Plano resident Davis Boykin. "So many people in DFW, including myself, have spent years relying on DART to get around whenever obtaining a personal vehicle was unfeasible. It can easily accommodate low-income families and individuals, disabled citizens."

The city of Plano appointed Wageman to the DART board in 2012. He's also employed as an attorney for the national business law firm Winstead PC and is [listed as a lobbyist for Uber Technologies Inc.](#), according to the Texas Ethics Commission.

"I follow the rules, both the rules and the law," Wageman told KERA. "I am required to recuse myself from voting on matters involving Uber and that's what I do."

Plano is among several DART member cities [pushing to reduce their funding to the agency](#), or to restructure some of its services.

The criticism arose after [a post on the r/plano subreddit](#) Thursday noted Wageman was advocating for increased on-demand ride services in Plano while also being paid as a lobbyist for Uber.

"While there are plenty of problems with DART, it's obvious that private enterprise is not the answer," Boykin said. "The purpose of public transit is to accommodate the people's needs."

Plano's inequity issue

During a meeting of the DART board last week, Wageman pushed an idea to reduce bus and light rail services in Plano and add more GoLink service that would cover the entire city. DART also employs Uber when the agency's on-demand GoLink services are unable to respond to service requests.

"Is the agency willing to reprioritize its budgeting to focus on the unique needs of each of the communities that are part of DART – focus on micro transit?" Wageman said. "Because I'm just going to say it. We're going to have to reduce bus and and probably headways on rail."

Wageman referred to recommendations made by regional transportation director Michael Morris at the North Central Texas Council of Governments about the region's plans to improve mobility as part of its Transit 2.0 study. That includes micro-transit in the form of more GoLink services.

The Dallas Area Rapid Transit board of directors is hoping some of its member cities will reconsider their calls to cut the agency's funding as it approaches a looming deadline to resolve the debate.

"I think you have to add micro-transit to a lot of communities to reestablish your baseline," Morris told DART directors. "I believe in a post-COVID world, this is not an unnatural place to be."

In December, Plano Mayor John Muns sent a letter to DART leaders saying the agency should pay back \$55 million dollars in sales tax contributions over two years and provide improved micro-transit and localized service.

Muns also responded to residents during Monday's meeting about the city's concerns with DART.

"Plano remains committed to providing transportation options to our residents and visitors," Muns said. "However, DART must take meaningful steps to correct this inequity."

Steve Soler, director of media relations for Plano, told KERA in an email the city has been asking DART for "more equitable services."

"The City of Plano has made it clear to DART that we are significantly subsidizing the transit agency, while we are not receiving the value of what we're putting in," Soler said. "We have been consistent in asking them for expansion of the GoLink service they currently provide, which is an 'Uber-like' door to door service.

"I don't believe Mr. Wageman was advocating for more Uber rides, but more GoLink 'Uber-like' rides."

DART and Uber's responses

DART's chief communications officer Jeamy Molina said in a written statement to KERA over the weekend that said Wageman disclosed to DART his professional relationship with Uber early in his tenure as a director.

"Mr. Wageman appropriately recuses himself from voting on contractual items in which Uber is a party," the statement said. "Participation in a policy discussion regarding the provision of micro transit services, which relate to transportation modes and not a specific contractual arrangement, is not a conflict of interest."

According to Uber, Wageman has advised the rideshare company on laws and regulations that helped expand the company's footprint in Dallas in his capacity as an attorney.

"We are proud of our longstanding partnership with DART, where we have gone through the appropriate procurement process, which adheres to DART's recusal policies, and have been successful in helping remove transportation barriers for thousands of riders since the inception of these programs," said Uber spokesperson Javier Correoso.

Wageman told KERA his law firm's ties to Uber are not a conflict of interest.

"I recuse myself from voting on any contractual matter involving Uber and I have from the time that Uber became a contractor to DART, been not involved in that representation," Wageman said.

The DART board plans to continue discussing its funding concerns with Plano and other member cities at a public meeting on Tuesday afternoon.

FORT WORTH PUTS \$26M TOWARD ROAD IMPROVEMENTS, LAND ADDITIONS

By Eric Garcia

Jan. 14, 2025



An excavator digs up dirt as workers watch at a building site where new homes are under construction on April 14, 2023, on the corner of Harmon Road and Heritage Trace Parkway in north Fort Worth. (Jacob Sanchez | Fort Worth Report)

Fort Worth City Council members earmarked \$26 million in funding for 11 growth-related, high-capacity road projects during their Jan. 14 meeting.

Funds collected from transportation impact fees will supplement existing funding shortfalls that have resulted from market conditions, supply chain issues and higher inflation rates, according to a city staff report. Transportation impact fees, first adopted by the Fort Worth council in 2008, are charges applied to building permits for new developments to help fund transportation projects.

“Due to the continued population growth and increased transportation needs, these projects are considered high-priority capacity improvement projects for the City of Fort Worth’s infrastructure,” the report said. “This additional funding will enable the projects to proceed as planned.”

The top road improvement project — [McCart Avenue and McPherson Boulevard](#) in southwest Fort Worth — will receive \$6.5 million to supplement \$32.1 million in existing funds. McCart, from Risinger Road to McPherson, will be constructed as a four-lane divided road while McCart from McPherson to Twin Leaf Drive will be constructed as a two-lane undivided road. McPherson from West Cleburne Road to McCart will be constructed as a four-lane undivided road. The project also calls for roundabouts to be constructed at the intersections of McCart and McPherson and McCart and North Crowley-Cleburne Road.

Construction for that project is expected to begin in February and last 18 to 20 months.

A [Bonds Ranch Road widening project](#) will receive \$4.5 million to add to the \$28 million already dedicated for improvements. Bonds Ranch Road in north Fort Worth will be expanded to a four-lane road from Wagley Robertson Road to the Fossil Springs Drive/Kittering Terrace intersection. Elements of the project include new street lights, bike and pedestrian lanes, new sidewalks, drainage improvements, and water line and sanitary sewer relocations.

The project also calls for an overpass at the BNSF Railway tracks in the area. The Texas Department of Transportation will design and construct Bonds Ranch Road between Fossil Springs/Kittering and U.S. Highway 287. Right-of-way acquisition is underway.

The third-highest amount — \$2.9 million — will go toward [Ray White Road improvements](#) in northeast Fort Worth.

The Ray White project, which already has \$26.3 million, calls for the artery to be widened to a four-lane divided road between Mirage Drive and the bridge over Bear Creek. New sidewalks, street lights and storm drain improvements are planned as well as modifications to the Ray White-Park Vista Boulevard roundabout.

Franchise utility relocation was expected to wrap up in December. A community meeting on the project is scheduled from 6 p.m. to 7:30 p.m. Thursday at Hillside Community Church, 9915 Ray White Road.

Fourth on the list with \$2.8 million in new funding is the [project to improve WJ Boaz and West Half roads](#) in northwest Fort Worth. The project, which already has \$28.4 million in funding, will widen WJ Boaz to four lanes from Boat Club Road (FM 1220) to Elkins School Road. New street lights, sidewalks, a bike and pedestrian path, drainage improvements and water relocation are planned. The developer has requested a temporary road closure for the project.

Council members also dedicated \$2.6 million for [Wagley Robertson Road](#), which will be improved from Quicksilver Court to Coneflower Trail in northwest Fort Worth. The project has \$25.3 million in funding already.

Another \$2 million will go toward [Avondale Haslet Road improvements](#) in far northwest Fort Worth. The \$72.6 million project has \$54.4 million in existing funding from Fort Worth and the Tarrant County Commissioners Court through a 2021 transportation bond program.

A 2-mile portion of Avondale Haslet Road from Willow Creek Drive to the Fort Worth city limits to the east will be reconstructed from two lanes to four lanes to reduce congestion and improve mobility. Other improvements include new curb and gutters, stormwater drainage, and a pedestrian and bike lane. The city said motorists should expect contractors to relocate multiple utilities from January through fall 2025.

About \$1.6 million will go to north Fort Worth's [Heritage Trace Parkway phase 1 project](#), which already has \$7.4 million in funding. That project, which includes BNSF Railway and the North Central Texas Council of Governments, will remove a barrier to mobility by constructing a new bridge on Heritage Trace Parkway over the BNSF railroad line in north Fort Worth.

The city said the project will be the first major step to the ultimate build-out of the Heritage Trace Parkway and help connect 1,000 homes to Interstate 35W, U.S Highway 377 and Trinity Metro's Northside station.

Two projects — [Everman Parkway](#) and [Meacham Boulevard phase 2](#) — will each receive \$1 million.

Everman Parkway, which has \$41.4 million in existing funding, will be extended in south Fort Worth with a new section of road to be built from Rosedale Spring Lane to Cameron Hill Point. The improvements will enhance safety and future connectivity.

The Meacham Boulevard project, which has \$2.7 million in existing funding, is a design-only project for future road improvements from I-35W to Blue Mound Road in north Fort Worth. The road will eventually be widened to five lanes and add street lights, bike lanes, drainage improvements, and pedestrian railing and sidewalks over the BNSF bridge. Initial designs are complete and the team is now focused on completing 60% design plans.

Smaller amounts will go toward two projects — [Park Vista Boulevard phase 2](#) and [Trinity Boulevard phase 2](#).

Park Vista, which has \$6.8 million in existing funds, will receive an additional \$690,000 for its second phase, which calls for expanding the road from two lanes to a divided four-lane road with a median from Keller Haslet Road to Timberland Boulevard in far northeast Fort Worth. Other improvements include drainage, street lights and bigger sidewalks — work that is underway and will continue through summer 2025.

The initial phase of the project improved the Park Vista-Keller Haslet intersection and added a new traffic signal and left turn lanes along Keller Haslet.

Trinity Boulevard, a major east-west road in far east Fort Worth, has \$8.7 million in funds for its second round of road improvements. The city will add \$480,000. Phase 2 work includes a four-lane divided road from Salado Trail to Thames Trail with drainage improvements, new trails, and new water and sewer lines.

Water line construction will continue until March, resulting in the closure of the Seguin Trail intersection. Road construction will begin after the water line is completed.

HOW WILL DFW HANDLE HUGE WORLD CUP CROWDS? TRANSPORTATION PLAN NEARLY COMPLETE

By Plamedie Ifasso

Jan. 15, 2025

Express lanes, charter buses and the Trinity Railway Express are some of the elements in the transportation strategy regional planners are currently finalizing for the 2026 FIFA World Cup.

Thousands of fans will flock to North Texas from around the globe next summer for the nine World Cup games hosted at AT&T Stadium in Arlington. Ahead of a deadline with FIFA, Dallas Business Journal caught up with Michael Morris, transportation director for the North Central Texas Council of Governments, about the traffic plans for the event — as well as other hot-button transportation issues in the Metroplex.

NCTCOG is part of the host committee charged with transporting FIFA teams, officials and fans throughout the tournament. The agency has a deadline of the end of March to submit a detailed draft of its transportation strategy for the sport event to FIFA.

So far, the organization has completed about 90% of its mobility plans for AT&T Stadium, Morris said. It is working on details for the Fan Fest at Fair Park and waiting to see if the region [secures the International Broadcast Center](#).

The strategy will rely on the new \$400 million interchange at State Highway 360 and I-30, bus bridges, express lanes for attendees headed to the games, managed lanes on I-30, charter buses and utilization of the Trinity Railway Express.

Morris estimated the World Cup will attract three to four times more transit users compared to what was seen during 2011's Super Bowl XLV in Arlington. He credited North Texas winning nine matches, more than any other host city in the 2026 tournament, to the quality of the host committee, hotels and transportation systems in the region and the agency's mobility plan.

NCTCOG already tested the elements of its mobility plan during WrestleMania 38, which was hosted at AT&T Stadium in 2022, and plans to test them again later this year.

"We've got half a dozen ways to get you to and from the stadium," Morris said. "As an engineer, I like the redundancy in that to minimize risk. When you do a Super Bowl, it's only one event. But there's even more pressure in the case of [the World Cup]. We have to do well nine times, not just once. ... It's critical that you have a lot of elements to your plan and can toggle them depending on what you're facing."

NCTCOG started helping with the transportation plans for special events like the Super Bowl a long time ago. About 20 years ago, Morris told his board that assisting with transportation for special events would help the [agency in its daily work](#) of coordinating regional planning, and would boost its understanding of what's needed during times of high demand.

Bigger picture, Morris listed worsening congestion, safety and air quality as the three major transportation needs facing his agency and North Texas.

Some transportation projects that could provide some near-term solutions to the area's biggest needs include a recently awarded \$80 million federal grant to launch [the AllianceTexas Smart Port](#) in Fort Worth, the \$2.1 billion [Southeast Connector Project](#) along I-20 and interchanges opened near the old Texas Stadium site in Irving, according to Morris.

NCTCOG is also involved in the huge but somewhat controversial idea of high-speed rail between Dallas and Fort Worth. The local bullet train could fit into a larger network proposed to connect the Metroplex to Houston via a 90-minute rail ride.

On the other hand, critics worry it would be an expensive project that could disrupt development in Dallas at the expense of other transportation projects. [A legal showdown is possible](#) between NCTCOG and powerful real estate firm Hunt Realty Investment.

The Regional Transportation Council has approved spending \$1.65 million to study a more western alignment for the proposed rail line that would bypass downtown. Environmental assessments for multiple routes are also underway and should be completed in the summer. Morris estimated NCTCOG will also hear back from the consultant conducting an economic impact study on the downtown line in the spring.

Despite the challenges in bringing high-speed rail to fruition, Morris remains hopeful about the project, especially since some Dallas City Council members recently got to travel to Japan and ride a bullet train.

"My suspicion is we'll hear, 'Wow, did we learn a lot actually seeing the high-speed rail.' I'm sure seeing it is helpful in fully comprehending what impact it may have," he said. "It's sort of like getting on your first jet aircraft ride. It's hard to describe unless you've actually traveled on a jet. We'll see where that takes us."

FLOWER MOUND COUNCIL APPROVES OVER \$400K IN PARK PROJECTS, APPLICATION FOR TRAIL FUNDING

By Jacob Vaughn

Jan. 17, 2025

[Flower Mound](#) officials approved funding for two parks and a trail project.

At its [meeting Jan. 6](#), Town Council unanimously approved contracts for park improvements and a fund-matching agreement with the North Central Texas Council of Governments for transportation related projects.

The details

Town Council approved a professional services agreement worth \$107,590 with Parkhill, Smith and Cooper Inc. covering design services for improvements to Post Oak Park. The improvements could include a new restroom, lighting upgrades, replacing decomposed granite trails and more.

The replacement of the Rustic Timbers Park Playground was also approved by council. The new \$293,946 playground will include features designed for children 2-12 years old, such as swings and standalone musical play equipment. Demolition and removal of the existing playground will be negotiated through a separate contract.

What else?

The [North Central Texas Council of Governments](#) recently opened the 2025 Transportation Alternatives Call for Project Program for the region, according to town documents. The program reimburses up to 80% for an active transportation project, while requiring a local municipality to fund the remaining 20% of costs. The primary focus of this program is to implement trails and on-street bike facilities reflected in the Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

The town's application for these funds aims to address gaps in the trail system along the Pink Evening Primrose Trail. Improvements could include new concrete trails, sidewalk replacements, bicycle parking, retaining walls and bridge crossings.

Projects selected for the program could receive between \$3 million and \$10 million in matching funds for construction, per town documents.

What's next?

The town has submitted an application for these funds. Now, the Regional Transportation Council of the North Central Texas Council of Governments will review all projects by March and move to approve funding in May.

HOW THREE-TIME NONPROFIT FOUNDER JENNIFER SANDERS IS TACKLING URBAN CHALLENGES

By Ben Swanger

Jan. 17, 2025

Jennifer Sanders

Last year was a banner year of growth for the Dallas Innovation Alliance and North Texas Innovation Alliance, both led by three-time nonprofit founder Jennifer Sanders. The DIA and NTXIA are regional consortiums consisting of municipalities, agencies, corporations, and academic institutions working to create the most connected, smart and resilient region in the country.

In 2024, NTXIA launched the Urban Resilience Fellowship with UT Arlington and UT Dallas. Sanders says it was a highlight of the year, “as it connects interdisciplinary students directly with industry and community mentors to drive innovative solutions for critical issues in North Texas.”

Sanders and NTXIA also re-launched the ‘Internet for North Texas Coalition’ to strengthen digital equity and broadband access. Internationally, NTXIA’s Smart Cities Global Startup Challenge—in partnership between NTXIA members and Curiosity Lab at Peachtree Corners.

The programs aim to help establish Dallas as a top smart city—a smart city uses technology, data, and digital solutions to improve the quality of life for its residents, enhance city operations, and ensure sustainable economic and environmental development. [Sanders](#) was named by *D CEO* and Dallas Innovates as the Advocate Award winner in the 2025 Innovation Awards. Here, she shares what drives her efforts, how she defines innovation, and what has her most excited about the future.

D CEO: What were some of your most significant achievements in 2024?

SANDERS: “We launched four programs that we are extremely proud of:

“In partnership with UTA and UTD, NTXIA introduced the Urban Resilience Fellowship Program. This initiative, which kicked off early in 2024, connects students with community and industry partners to address critical challenges in North Texas. Students in the program work alongside experienced mentors from sectors like urban planning, environmental science, and technology, gaining practical insights into addressing complex urban challenges. This fellowship isn’t just about preparing students for future careers; it’s about equipping them to be leaders in resilience, prepared to tackle issues like climate adaptation, infrastructure stress, and disaster readiness.

“In partnership with the North Central Texas Council of Governments, re-launching the Internet for North Texas Coalition was a move to tackle the urgent need for equitable internet access across the region. The coalition brought together stakeholders from government, private sector, and nonprofit organizations to create a comprehensive strategy focused on expanding broadband infrastructure, particularly in underserved rural and urban areas.

“Access to reliable internet has become essential for everything from remote work and learning to telemedicine, and this coalition works to ensure digital connectivity as a fundamental utility.

We prioritized not just installation but sustainability, aiming for infrastructure that will serve North Texans for years to come. The coalition's work involves ongoing data gathering to map digital needs, pursuing funding opportunities, and engaging directly with communities to tailor solutions effectively. This effort was catalyzed by the North Central Texas Council of Governments took a major step in approving NCTCOG's innovative broadband as transportation program.

"NTXIA, along with Curiosity Lab at Peachtree Corners, announced the Smart Cities Global Startup Challenge to foster international collaboration, bringing innovative startups to the U.S. to test and develop ground-breaking smart city technology and ideas. This competition wasn't just a showcase—it was a chance for North Texas to contribute to a global dialogue on smart city technology, sharing our insights while learning from international thought leaders. The selected startups proposed groundbreaking ideas spanning from AI-driven traffic management systems to sustainable energy solutions and cybersecurity frameworks for urban infrastructure.

"Our second annual Get Connected Dallas event, hosted by DIA in partnership with the CARDBoard Project, was the second year of a community-centered festival focused on bridging the digital divide that reached more than 700 attendees across 60 zip codes! This event was about more than just internet access; it was a hands-on, inclusive opportunity for Dallas residents to explore technology through interactive exhibits, robot petting zoo, beatmaking, and digital skills workshops.

"Participants could engage in digital literacy workshops, learn about affordable internet access options, and connect with local resources that support ongoing digital skills development. Get Connected Dallas also included cultural performances and art exhibits to celebrate the diversity of Dallas's communities, showing that technology can be a unifier and a source of empowerment for all ages. This event highlighted our commitment to building a digitally inclusive Dallas where everyone can benefit from the opportunities that technology brings.

D CEO: *How would you define 'innovation?'*

SANDERS: "Innovation is one of those words that's used constantly and its meaning can shift from group to group and person to person. But I continue to think about innovation as a blend of creativity, courage, and commitment to problem-solving with a purpose. It's about identifying existing barriers and reimagining what's possible, especially in the face of societal challenges. Innovation should strive for better outcomes, that isn't just about technology but leveraging technology to improve lives and create a shared, sustainable future. Our goal is to make technology not just a tool but a bridge that connects communities and makes everyday life better."

D CEO: *Throughout your career, what has been the biggest lesson you've learned?*

SANDERS: "My biggest lesson? Collaboration is key. And be a person. Tackling urban challenges means bringing together a diverse mix of people—from government to nonprofits to tech experts. Each perspective brings something valuable to the table. I've learned the importance of listening to different voices and building a shared vision. Real change happens when everyone works together toward a common goal—and is honest about the barriers and learnings along the way."

D CEO: *What has been the biggest risk you've taken?*

SANDERS: “Founding three nonprofits and now working towards a national smart city consortium is a whole new sense of risk. The scale and ambition of our goals is enormous and exciting but daunting. The alliances are built on a shared vision of collaboration and resilience—sometimes testing unproven ideas, building trust with an array of public and private partners, and relying heavily on funding cycles to keep momentum. It’s risky but the most rewarding leap I’ve taken. Having to balance the pull to move faster to keep up with changing technology while being pragmatic and responsible can become a tightrope. But I’ve seen how powerful this approach can be when it comes to overcoming hurdles, and that’s what keeps me inspired to take those leaps.”

D CEO: *How would you rate the funding landscape in Dallas?*

SANDERS: “The funding landscape in the region has become increasingly supportive of innovation and technology initiatives, especially for projects that prioritize social impact and inclusivity within the spirit of progress and growth. There’s a heightened recognition now for initiatives that address complex urban challenges, especially around connectivity and digital equity—this is critical for our work on projects like the Internet for North Texas Coalition, which emphasizes broadband as an essential utility. As we expand infrastructure and policy frameworks, funding enables us to treat broadband connectivity as a vital connector—just like transportation—linking residents to opportunities, education, healthcare, and more. With this perspective, funders in DFW are leading the way in recognizing that investments in digital infrastructure are about enhancing people’s mobility and improving quality of life in the digital age.”

D CEO: *What piece of advice has helped you the most over your career?*

SANDERS: “One piece of advice that I love is: ‘If no one’s told you you’re crazy—you aren’t thinking big enough.’ This advice has encouraged me to pursue big, bold ideas, some may say ‘hare-brained schemes’, even when they seem daunting. Remembering these words have helped lead to impactful projects and connections and have kept me focused on long-term vision over short-term comfort.”

D CEO: *What has you most excited about the future?*

SANDERS: “As a founder in the smart city space, I’m excited by how far we’ve come in aligning technology with human-centered impact. Today, our approach is holistic and grounded in solving real-world challenges—whether that’s advancing equitable access, improving community resilience, or supporting sustainable urban development. Technology is no longer the driver; it’s an enabler, one that serves a greater purpose of enhancing quality of life for all.

“In 2024, our work with initiatives like the Urban Resilience Fellowship and the ‘Internet for North Texas’ coalition reflects this shift. These programs directly impact communities by closing the digital divide and fostering a new generation of leaders focused on resilience and inclusivity.

“What excites me most is witnessing real-world applications of technology through pilots and partnerships, which allow us to learn and iterate in real time. We’re testing solutions in urban mobility, energy management, and digital inclusion with a focus on scalability. This moment is unique, as we have the opportunity not only to implement impactful projects but also to actively shape the frameworks for emerging tech, particularly AI, making sure it’s deployed ethically and humanely. We’re in a unique time; we have the chance to make a real difference and shape the

frameworks that will guide future decisions that affect all of our lives. It's important work and I feel privileged to be a part of it."

WHO'S RUNNING FOR FORT WORTH CITY COUNCIL IN 2025? HERE ARE THE CANDIDATES FOR MAY 3 ELECTION

By Cecilia Lenzen and Emily Wolf

Jan. 15, 2025

With under four months until Election Day, candidates are throwing their hats into the ring for Fort Worth City Council seats up for grabs on May 3.

This marks the second election cycle where 11 seats will be on the ballot. The council expanded from nine to 11 seats after redistricting in 2022 created two new seats.

At least one new face will join the council dais, after District 5's Gyna Bivens announced she isn't running for reelection after 12 years in the seat.

The Fort Worth Report has compiled a list of all candidates who are running for election on City Council, based on campaign announcements and formal filings. You can find what district you live in [here](#).

This story will be updated with any new filings and announcements submitted through Feb. 14. It was last updated at 6 p.m. Jan. 15.

Who is eligible for Fort Worth City Council?

The filing period for candidates begins Jan. 15 and ends Feb. 14. In order to run for a council seat, a candidate must be a U.S. citizen, a registered voter as of Feb. 14 and at least 21 years old by May 13 — the start of the term. The candidate must have continuously lived in Texas for at least a year, and lived in the council district they're seeking to represent for at least 180 days, or six months, before the first day of the filing period.

In addition, residents with a felony conviction are ineligible to run, unless they've been pardoned or have "otherwise been released from the resulting disabilities" of their felony conviction.

Mayor

Mattie Parker (incumbent)

Parker has served as mayor since 2021. She was previously chief of staff for former Mayor Betsy Price, and currently works [as chief of staff](#) for Cook Children's Health Care System. Parker is a licensed attorney.

Josh Lucas

Lucas is a member of the interfaith advocacy organization Justice Network of Tarrant County. He has been involved in the push to reform the Tarrant County Jail. Lucas previously served as campaign treasurer for judge candidate Cindy Stormer.

**Lucas has not formally filed but announced his candidacy for 2025 and appointed a campaign treasurer.*

Laurence Walker

Walker is an entrepreneur who founded consulting company PCU. He is a member of the Polytechnic Heights Neighborhood Association.

**Walker has not formally filed but announced his candidacy for 2025 and appointed a campaign treasurer.*

District 2

Carlos Flores (incumbent)

Flores has represented District 2 since 2017. A third generation Fort Worthian, Flores previously worked as an engineer with Lockheed Martin, Raytheon and other companies.

Joe Ponce Jr.

Ponce owns Ponce's Automatic Transmission, a mechanic shop in Fort Worth's Northside neighborhood. He graduated from Northside High School.

**Ponce Jr. has not formally filed but announced his candidacy for 2025 and appointed a campaign treasurer.*

District 3

Michael Crain (incumbent)

Crain has represented District 3 since 2021. He has worked for several Fort Worth politicians, including former U.S. Rep. Kay Granger, former U.S. Rep. Pete Geren and former Fort Worth Mayor Kenneth Barr. He currently works as a real estate broker.

District 4

Charlie Lauersdorf (incumbent)

Lauersdorf has represented District 4 since 2023, taking over the district from council member Alan Blaylock after redistricting in 2022 increased the number of districts from nine to 11. He has served nearly two decades in the Marine Corps and is currently a first sergeant in the Marine Corps Reserves.

District 5

Mary Kelleher

Kelleher has served on the Tarrant Regional Water District board of directors since 2021 after previously serving on it from 2013 to 2017. She is a cattle rancher who has also worked for Tarrant County's Juvenile Services department.

Michael Moore

Moore is a pastor at New Bethel Complete In Christ Church in Fort Worth and serves on the city's park and recreation advisory board. He grew up in southeast Fort Worth's Stop Six community.

Bob Willoughby

Willoughby is a frequent speaker at Fort Worth City Council meetings. He previously ran for District 5 in 2017, 2019, 2021 and 2023.

District 6

Jared Williams (incumbent)

Williams has represented District 6 since 2021. He works as the vice president of advocacy for Tarrant Area Food Bank.

**Williams has not formally filed, but his staff confirmed to the Report that he intends to run.*

District 7

Macy Hill (incumbent)

Hill has represented District 7 since 2023. She is the principal and founder of Macy Hill & Company LLC, previously known as Tailwind Philanthropic Advisors. She serves on Texas Christian University's board of trustees.

District 8

Chris Nettles (incumbent)

Nettles has represented District 8 since 2021. He is a pastor with Purpose Driven Ministries and previously owned a child care center in Fort Worth. He formerly worked as an administrative court clerk and assistant court manager for the Justice of the Peace for Tarrant County's eighth precinct.

District 9

Elizabeth Beck (incumbent)

Beck has represented District 9 since 2021. She is a U.S. Army veteran and attorney. She previously worked as a transportation planner at the North Central Texas Council of Governments.

Jenny Stewart

Stewart is a State Farm insurance agent and fifth-generation Fort Worthian. She previously held leadership roles in the Saginaw Area Chamber of Commerce, Eagle Mountain-Saginaw Rotary and Junior Woman's Club of Fort Worth.

**Stewart has not formally filed, but announced her candidacy for 2025.*

District 10

Alan Blaylock (incumbent)

Blaylock has represented District 10 since 2023, becoming the first council member for the newly created district that formed during redistricting efforts in 2022. He represented District 4 from 2022 to 2023. He previously worked as a senior product manager at Nokia and as a software developer and project manager at Owen Oil Tools.

District 11

Jeanette Martinez (incumbent)

Martinez has represented District 11 since 2023, becoming the first council member to represent the newly created district after redistricting efforts in 2022. Most recently, she worked as an executive administrator for the office of former Tarrant County Commissioner Roy Brooks. She is the first Latina to be elected to Fort Worth City Council.

PLANO SEEKS GRANT FUNDING FOR TRAIL CONNECTIVITY

By Winston Henvey
Jan. 16, 2025

The Plano City Council certified Los Rios Park as dedicated public parkland at its Jan. 13 meeting, making it eligible for funding through a regional transportation program.

The city plans to apply for up to \$5.5 million from the North Central Texas Council of Governments' (NCTGOG) transportation alternatives projects program to construct the Los Rios Park Trail. If approved, the program would fund up to 80% of eligible construction costs.

The proposed two-mile trail will be 12 feet wide and connect the Cottonwood Creek Greenbelt Trail, a regional trail that follows the eastern edge of Plano, connecting from Richardson to Allen, to Bob Woodruff Park Trail. Plans include four pedestrian vehicle-rated bridges, low-water crossings and seating areas. The project is part of NCTCOG's Mobility 2045 Regional Veloweb and the Collin County Regional Trails Master Plan.

Los Rios Park, located at 1700 Country Club Drive, was formerly the Los Rios Golf Course. The city purchased the land in 2014 with grant assistance from Collin County. After public input in early 2018, officials created a master plan to convert the golf course into a park. Demolition of the former course infrastructure was completed in spring 2020.

The council approved funding for the trail's design in March 2020 and authorized additional funding on Nov. 25, 2024. Design work is expected to be completed in fall 2025.

PLAN COMMISSION SEEKS COMPROMISE ON PARKING MINIMUMS, WILL REVISIT FEB. 13

By April Towery
Jan. 19, 2025

It's been almost six years since North Oak Cliff Councilman Chad West first floated the idea of eliminating minimum parking requirements for new development. Dallas' [parking requirements](#) are governed by a city code adopted in the 1960s that staff says is outdated and dysfunctional. Business leaders and housing advocates agree and have loudly supported West's suggestion.

But on Thursday at a special-called City Plan Commission workshop, those who oppose a citywide ordinance showed up and argued that the proposal won't work as it stands today. The chief concerns are emergency vehicle access and spillover parking into neighborhoods.

Proponents of parking reform say the minimum requirements hinder new business and divert Dallasites from using public transportation or biking or walking. Eliminating minimums doesn't mean eliminating parking, they say, and the market drives the need for an appropriate amount of parking depending on the land use. Additionally, advocates say more affordable housing could be created in the absence of parking requirements.

The number of parking spaces for offices and restaurants is based on square footage while parking for apartments is based on the number of bedrooms per unit. The Zoning Ordinance Advisory Committee, a subcommittee of the CPC, has gone deep into the weeds of the parking code and recently issued a [72-page revision document](#).

Plan Commissioner [Tip Housewright](#), who chairs the ZOAC, proposed 14 additional revisions Thursday that will be included in a draft ordinance to be considered at another special-called meeting on Feb. 13.

"I think it's time to move forward with eliminating minimums wherever possible," Housewright said. "My motion was an attempt to, first, recognize concerns from our neighborhoods and homeowners while at the same time reaping significant benefits in commercially-zoned areas that do not have an adjacent impact on single-family. I feel strongly that we need to keep this simple."

Watch the Jan. 16 City Plan Commission meeting, which includes more than six hours of discussion and public hearing speakers, [here](#). All materials and archived meeting videos related to parking reform are posted on the City of Dallas [website](#).

The CPC is a quasi-judicial recommending body and code changes will ultimately have to be approved by the Dallas City Council.

Here's what happened Thursday

Plan commissioners asked thoughtful questions Thursday about the possibility of altering parking requirements for particular corridors and in areas away from residential uses. Interim Chief Planner of Code Amendments Michael Wade gave a brief presentation but spent most of the meeting answering questions.

There also appeared to be concerns that some business owners would hear “no minimums” and not provide enough parking, thus creating a hazardous situation or a burden for surrounding development.

Office and multifamily uses tend to be grossly overparked while some other uses — and guest options at multifamily sites — are underparked, said District 9 Commissioner Neal Sleeper, which makes a case for not using a one-size-fits-all approach.

District 4 Commissioner Tom Forsyth questioned why the elimination of parking minimums is being proposed for residential areas when the market hasn’t asked for that. District 11 Commissioner Krista Nightengale asked if there were any tools that could be used to reduce apartment rental rates by reducing the number of required parking spaces. Wade said that tools exist but he’s not familiar with specific outcomes.

Parking reform advocates have pointed to cities where such changes have been successful, like Minneapolis, but many differences exist between Dallas and Minneapolis, District 14 Commissioner Melissa Kingston pointed out. Additionally, parking changes were made recently in Austin but it’s too soon to gauge their success, Kingston said.

Austin just voted to pay for a light rail system with public funds, while “Dallas just voted to sue ourselves and pay for cops that the police department says we don’t need,” Kingston said, referring to recent [charter amendments](#) approved in May.

“So we’re kind of going in a different direction, and we can’t ignore what the voters in this community, what their priorities are,” Kingston said. “Even when we look at the last bond package, every time they got a chance they moved money to streets, away from things like housing.”

The Opposition

Mike Northrup, a civil appellate attorney with Cowles Thompson sent a [letter](#) to the CPC saying the parking code needs an update but eliminating minimum requirements is the wrong approach.

“The no-minimums parking model ignores human behavior and shifts the financial burden of parking to those least able to afford it,” he said. “Moreover, the proposal before you ignores best practices for this approach. Ask yourself why we have minimum parking requirements in the first place. History will tell you the answer. You hope that [business operators] will ... provide parking even if the city tells them they do not have to. But history tells us that did not happen and that is why parking minimums came about. During the [Zoning Ordinance Advisory Committee] public hearings, some property owners reaffirmed this human behavior by coming forward and representing they favored this approach because they do not intend to provide parking for their intended use for their property.”

Former Plan Commissioner Clare Stanard also weighed in via [email](#), pointing out that prohibiting parking minimums doesn’t change the fact that Dallas continues to be a car-centric city.

“The need for parking is not going away, no matter how much mass transportation is provided,” Stanard said. “Dallas is way behind in providing adequate mass transportation to service the geographic extensiveness of the metroplex, so eliminating parking requirements will provide

nothing positive for the City. In fact, with all of the Amazon and FedEx deliveries, there should be a requirement for every multifamily and office building that at least two parking places for deliveries and one for ride-sharing be mandatory.”

Builders of Hope Chief of Community Development and Public Policy [Stephanie Champion](#) encouraged city leaders to keep parking requirements as a tool to leverage amenities with housing development.

“Dallas’ parking requirements are arbitrary and outdated, causing our city to be overparked, and parking is a significant impediment to project feasibility and affordability,” she said. “But if you eliminate parking minimums altogether and leave it up to the developers to decide how much parking is needed for any particular project, they’re only going to consider one thing in doing so, and that is their bottom line. They’re not going to care about housing affordability. They’re not going to care about neighborhood concerns. They’re not going to care about traffic congestion.”

Eliminating parking minimums essentially waives the City’s power to negotiate community benefits such as deed-restricted affordability, additional greenspace, or walkable infrastructure, Champion explained.

“Keeping parking minimums on the books affords us the opportunity to leverage the reduction of those minimums for any given project, but only in exchange for specific, neighborhood-vetted community benefits,” she said.

Support for Elimination of Parking Minimums

Eliminating parking mandates is supported by the Dallas Builders Association, The Real Estate Council, and the Dallas Housing Coalition. It doesn’t mean no new parking will ever get built, advocates with the DHC have said.

“But it does mean we could lower development and housing costs, stop requiring the overbuilding of parking, and make better use of Dallas’ land for green space and other forms of transportation besides vehicles including our own two feet,” DHC leaders said in a social media post.

Housing advocates also have pointed out that “removing parking mandates is essential to lower housing costs.”

“In the last three years, we’ve dropped from sixth to eighth to 19th strongest economy in the country,” DHC organizer Bryan Tony said. “Why? Because of our rising housing costs. The good news is we’ve got an antidote. A 2024 study found that parking reform alone can boost homebuilding by 40 to 70%, more than any other land use change combined, more than [accessory dwelling units] and more than allowing larger multifamily by transit.”

District 14 resident Hexel Colorado said eliminating parking minimums offers a “once-in-a-lifetime chance to build the city that we want, that we deserve, and restore what we have lost.”

“I understand there’s this fear about losing parking spaces,” he said. “If you have a parking lot that’s full and it’s getting absolutely used by employees and customers, don’t worry, it’s not going to go away because that’s privately owned property. They have a choice. That’s the thing we have locked out of the city is giving people that choice.”

Andy Bartels said he's unable to open a new sporting goods store on Gaston Avenue because of current parking requirements, even though his building offers 18 spaces, which he said is "more than enough."

"Lifting this parking requirement will allow people like me to open businesses and use existing buildings as they stand," he said. "Lifting the parking requirement will have an immediate and positive impact on the area from a small business perspective as well as a tax revenue standpoint."

District 4 resident Nate Hemby said Thursday the current parking mandates are outdated and actively harm the City's affordability, sustainability, and mobility goals.

"As Dallas continues to grow, we need better transportation solutions than previous generations," he said. "We can't simply build bigger roads or build more car parking to get out of our traffic problems. According to the North Central Texas Council of Governments, we don't have the funding or the space to make our roads any bigger. I don't have to tell you traffic is already a problem, and we've got 2 million more residents that are expected to move here in the next two decades. If that's going to be the case, we have to change the way people are getting around our city."

Eliminating parking minimums isn't a panacea, Hemby added, and it should go hand-in-hand with increasing investment in DART, bike infrastructure, and sidewalks, "so that eventually, slowly over time, transit, biking, and walking become a safe and convenient alternative to driving."

The Dallas Housing Coalition is planning a public event on parking reform in early February to discuss "lessons learned from Austin." The virtual and in-person hybrid event on Feb. 4 will feature Austin Plan Commissioner Felicity Maxwell and Parking Reform Network president Tony Jordan.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS GIRDING FOR LITIGATION OVER HIGH-SPEED RAIL ALIGNMENT

By Noor Adatia and Plamedie Ifasso

Jan. 20, 2025

The Transportation & Infrastructure Committee in Dallas will receive a summary of a [November trip to Japan](#). During the Nov. 6-12 trip, city staff experienced the Shinkansen high-speed train, visited the operations centers, met with experts and reviewed the infrastructure supporting the station area, according to a city presentation. The committee meeting will start at 1 p.m. on Jan 21 on the sixth floor at Dallas City Hall.

The upcoming meeting comes as regional planners, city officials and business leaders wait for an economic development report studying the potential impacts of an elevated proposed downtown line in the Dallas-to-Fort Worth bullet train project. The local bullet train could fit into a larger network proposed to connect the Metroplex to Houston via a 90-minute rail ride.

North Central Texas Council of Governments Director Michael Morris previously told Dallas Business Journal he estimates hearing back from the consultant [conducting the economic impact study in the spring](#).

Bracing for litigation

The North Central Texas Council of Governments is set to request \$1 million from the Regional Transportation Council to prepare for potential litigation from Hunt Realty Investment Inc. tied to those high-speed rail plans. The rescheduled meeting will start at 9:30 a.m. on Jan 23 at the transportation council room at 616 Six Flags Dr. in Arlington. The meeting was initially supposed to happen Jan. 9.

Attorneys for the Dallas-based Hunt Realty have sent NCTCOG 16 mail messages since Oct. 9 arguing that the proposed elevated alignment violates a 1975 master agreement between the city of Dallas and Hunt-related entities.

The proposed high-speed rail has brought contentious debate, including opposition from some business leaders and city officials. Proponents of the project say it's needed to deal with worsening congestion in what will soon be the nation's third-largest metro area by population.

Hunt executives previously voiced concern that the elevated train line could disrupt the company's proposed \$5 billion development near the Hyatt Regency and Reunion Tower.

In August, RTC approved \$1.65 million in funding to study an alternative route [that skirts](#) past Dallas' downtown.

NCTCOG's Morris is expected to request \$100,000 from the Regional Transportation Council to address a budget shortfall for Amtrak's Heartland Flyer route from Fort Worth to Oklahoma City. The request, according to the agenda, is meant to avoid service disruptions.

According to the agenda briefing, the Heartland Flyer has a potential funding shortfall of about \$72,000. In 2023, the Regional Transportation Council approved \$700,000 to address a

shortfall. The meeting is set for 9:30 a.m. Jan. 23 at North Central Texas Council of Governments headquarters at 616 Six Flags Dr. in Arlington.

COMMUNITY IMPACT

PLANO SEEKING GRANT FUNDS FOR LOS RIOS PARK TRAIL CONSTRUCTION

By Michael Crouchley

Jan. 20, 2025

[Plano](#) is applying for up to \$5.5 million in grant funding to pay for construction of a 2-mile long trail at [Los Rios Park](#).

The specifics

After certifying that Los Rios Park, located at 1700 Country Club Drive, is dedicated for public park uses at Plano City Council's Jan. 13—the city will apply for grant funding through the [North Central Texas Council of Governments Transportation Alternatives Projects Program](#).

The 2-mile, 12-foot wide trail will connect the Cottonwood Creek Greenbelt Trail to Bob Woodruff Park Trail. The trail will include four pedestrian vehicle bridges, low water crossings and seating.

The program could fund up to 80% of construction costs, [according to city documents](#).

The background

Los Rios Park was previously The Club at Los Rios golf course before being purchased by the city in 2014. All of the former golf course infrastructure was removed in spring 2020.

Council approved funding for the design of the Los Rios Park Trail in March 2020, and allocated additional funding in Nov. 2024. The design process is expected to finish this fall, according to city documents.

WILL RAIL EXPANSION SPUR MORE TARRANT TRANSIT-ORIENTED DEVELOPMENTS? PLANS ARE IN MOTION

By Eric Garcia

Jan. 18, 2025



A TEXRail train arrives in Grapevine, a popular destination for passengers on the Trinity Metro service. (Courtesy photo | Trinity Metro)

Grapevine — a popular destination for rail trips — embraces the city’s significant transit-oriented development as an economic tool for bolstering tourism and tax revenue.

The Tarrant County suburb’s Main Street Station — a \$114 million public-private development that services Trinity Metro’s TEXRail passenger rail service — stands tall in the historic downtown area, a top destination for day trips thanks to its shops, restaurants and events.

Grapevine’s 42,000-square-foot rail station at Main Street and Dallas Road, notable for its 150-foot-tall Observation Tower and expansive outdoor plaza, also includes a food hall with seven kitchens; an entertainment venue; the six-story, 120-room Hotel Vin; and a 552-space parking garage. Grapevine residents approved a 1-cent sales tax for the TEXRail service and other rail station area improvements in 2006.

“Centered on the TEXRail station at Grapevine Main, we have sought entertainment and visitor-friendly commercial uses to enhance the area,” said Garin Giacomarro, Grapevine’s

director of economic development. “This has primarily involved redevelopment efforts. The only residential developments are [The Grapevine Brownstones](#), across the street from Hotel Vin.”

The initial phase of the brownstone project is under construction and fully pre-leased, Giacomarro said. The second phase is being developed next door.

As TEXRail plans an expansion south of downtown Fort Worth, the rail service operated by Trinity Metro is [breaking ridership records](#).

The successful 27-mile commuter line from downtown Fort Worth to Dallas Fort Worth International Airport and its companion service, Trinity Railway Express — which connects downtown Fort Worth and downtown Dallas — are also attracting transit-oriented developments across Tarrant County.

New projects are also planned in North Richland Hills, northeast Fort Worth’s [Trinity Lakes neighborhood](#) and [the CentrePort area near Dallas Fort Worth International Airport](#).



The Wheelhouse, a \$59 million, mixed-use development near the TEXRail station in North Richland Hills, will include 292 housing units and 10,000 feet of ground-level retail space. Construction is expected to start in spring 2025. (Courtesy image | Cover2Capital LLC)

Wheelhouse development planned in North Richland Hills

Construction on a \$59 million, mixed-use development is set to start this spring on a sliver of land in North Richland Hills near its TEXRail station.

The [Wheelhouse development](#), which includes 292 housing units and 10,000 feet of ground-level retail space, will be built by Carrollton-based Cover2Capital LLC at 6401 Smithfield Road.

The project — adjacent to the Smithfield Station and approved by North Richland Hills City Council in 2023 — will directly connect residents to jobs along the TexRAIL commuter line that will have a connection to Dallas Area Rapid Transit's future Silver Line, said Blake Poston, the firm's principal.

"We are adjacent to Smithfield Station, which will be directly connected to 100,000-plus jobs along TEXRail's existing commuter line and a future connection to DART's Silver Line to Plano," Poston said. "We expect Wheelhouse will be a catalyst development for the Smithfield (transit-oriented development) district, encouraging pedestrian activity and promoting a functional and attractive community through a high level of detail in design."

The company plans to build 277 apartments, 15 townhomes and a three-level parking structure in addition to retail spaces.

Once construction begins in the second quarter of 2025, the building will take two years to complete. The company expects residents could move in by the end of 2026.

Trinity Lakes retail-residential project proposed in Fort Worth

The Trinity Lakes train station, which [opened in April](#) off Trinity Boulevard near Interstate 820 just west of recently built housing subdivisions, could help prompt development in the Fort Worth spur that connects with Dallas Fort Worth International Airport.

Regional Transportation Council officials are seeking a Federal Transit Authority pilot grant to help create a strategic plan for transit-oriented developments along the Trinity Railway Express route in three cities: Fort Worth, Irving and Dallas. The independent policy group of the North Central Texas Council of Governments [voted unanimously July 11](#) to request \$800,000 in federal funding for the plan. The group also approved \$200,000 in transportation council funds to be used for a nonfederal grant match if the project is selected for the award.

The grant would be used for development plans around seven TRE stations in Tarrant and Dallas counties.

Trinity Lakes development seeks to be "the premier location for east Fort Worth residents to live, work and play," according to developer promotional materials. The project would include 200 acres devoted to high-density mixed-use development featuring an urban waterfront. The developer also plans to create a district that would use some of the area's tax revenue for investments in enhancements to infrastructure and connections between existing citywide trail systems.

CentrePort development planned in Fort Worth, Grand Prairie

South of DFW Airport, a \$2 billion transit-oriented development called River Central is planned on more than 140 acres in far east Fort Worth and adjacent Grand Prairie.

The Fort Worth City Council, [which approved the plan late last year](#), calls for more than 56 acres at CentrePort to be developed south of the Trinity Rail Express CentrePort/DFW Airport Station at 14470 Statler Blvd. The development includes a 140-room hotel, 120,000 square feet of office space, a concert venue, 60,000 square feet for retail space as well as 500 apartments, 500 townhomes and more than 30 restaurants. Retailers would be adjacent to Highway 360. Negotiations are underway with a grocer interested in the site, developer Ken Schaumburg of Fort Worth-based Schaumburg Inc. Architects told the Fort Worth Report.



River Central, a \$2 billion transit-oriented development, is planned on more than 140 acres in far east Fort Worth and adjacent Grand Prairie. (Courtesy image | Schaumburg Inc. Architects)

Grand Prairie's zoning commission approved the change to mixed-use zoning in 2023. The Grand Prairie portion of the project calls for 8,342 multifamily residential units, 552 single-family townhouses, 52 single-family homes, 457,000 square feet of office space and 558,476 square feet of commercial/retail space on 325 acres. The project could take 20 years to reach full build-out.

"This is a true transit-oriented development," Schaumburg, a Lake Worth businessman, said.

Transit-related economic benefits

Fort Worth Mayor Mattie Parker, who supports urban rail solutions for the city and a high-speed rail proposal between Fort Worth and Dallas, has said that her urban rail committee is working with Trinity Metro to determine the best approach for rail expansion. Jay Chapa, the incoming city manager, previously chaired the committee.

Parker has cited the city's South Main Street project as an example of transit changes that are beneficial.

"It's been a catalyst for economic development," she previously told the Fort Worth Report. "We've slowed traffic and added a bike lane, and we've seen all types of new growth and housing develop in that area."

Regional planners, including Michael Morris, director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council, have advocated [denser housing and more transit mixed-use developments](#) to accommodate rapid growth in North Texas, as the region's population is expected to grow to 12 million people within 25 years.

Richard W. Andreski, CEO of Trinity Metro, told the Fort Worth City Council on Jan. 14 that the transit agency's economic impact over its 404-square-mile service area is valued at more than \$700 million — or the equivalent of two Super Bowls.



TEXRail in downtown Fort Worth. (Courtesy image | Trinity Metro)

“The city of Grapevine really leaned into TEXRail,” he said, adding that about 38% of the line’s users live within a 5-mile walk of a transit station.

A study by the University of North Texas Economics Research Group found that 31 development projects were built within a quarter mile of a Dallas Area Rapid Transit station between 2019 and 2021 with a total property value of \$980.1 million.

Anna Kurian, vice president of public relations for DART, told the Fort Worth Report last year that the agency gauges developer interest for transit-oriented developments and identifies real estate assets that are underutilized for possible transformation.

“As DART considers any transit-oriented development project, we want to ensure that there is strong developer, city and community interest in the effort,” she said. “We look to ensure that the development is within walking distance to a DART transit facility, and preferably, already has the appropriate zoning in place.”

Impact of transit expansion

Grapevine has reported about a 25% citywide increase in sales tax revenue since 2020 as a result of the city’s TEXRail station.

Transit-oriented developments “have significantly boosted Grapevine’s economy by generating sales tax revenue and attracting tourists and businesses,” Giacomarro, the economic development director, said. “Developments like Grapevine Main/Harvest Hall not only create jobs but also stimulate additional spending in the local economy by enhancing Grapevine’s reputation as a regional destination.”

TEXRail, he said, “has been a key factor in driving growth and fostering a vibrant community around the transit hub.”



Residents board the TEXRail train at the Fort Worth Central Station on March 29, 2024. (Camilo Diaz | Fort Worth Report)

As TEXRail expands its connectivity with DART’s Silver Line in 2025, Grapevine officials anticipate more interest from developers to create mixed-use developments near transit stops.

“We expect this to be a catalyst for more interest and development in an already bustling part of town,” Giacomarro said.

Andreski said Trinity Metro is considering creating an innovation district near the downtown Fort Worth Central Station to spur development. That project, he said, would be “critically important” to realize the agency’s vision of improving transit.

“We’re growing fast,” he said.

ADDISON SEEKS FUNDING FOR BIKE LANES

By Staff

Jan. 21, 2025

At its January 14 meeting, the Addison City Council approved a resolution supporting the Town's application to the North Central Texas Council of Governments' (NCTCOG) 2025 Regional Transportation Alternatives call for projects.

The application seeks federal funding for bike lanes along Westgrove Drive and Quorum Drive, designed to enhance connectivity to the DART Silver Line Station and Cotton Belt Trail.

Proposed improvements include two-way cycle tracks and bike boulevards to create high-comfort bicycle facilities suitable for users of all ages and abilities.

In early 2024, Kimley-Horn Associates, Inc. was engaged by the NCTCOG to handle bikeway selection, develop 15% concept plans, initiate a short-term pilot project, and develop an opinion of probable construction costs (OPCC) for two corridors in Addison.

Kimley-Horn's analysis estimated the total OPCC for the project at \$7,678,330. If selected, federal funds would cover 80% of the cost of the project and Addison would be responsible for the remaining 20% or \$1,535,666.

POPULATION EXPLOSION RIPPLES THROUGH OUTLYING PARTS OF METROPLEX

Kaufman County is growing faster than anywhere else in the state; other North Texas counties aren't too far behind

By Bill Hethcock
Jan. 18, 2025

The population in Kaufman County shot up an eye-popping 26.7% between Jan. 1, 2020, and Jan. 1, 2024, making the area east of Dallas the fastest growing place in the Lone Star State in percentage terms during that time.

Neighboring Rockwall County's headcount skyrocketed 25% in the same four-year period. And Parker County, due west of Fort Worth, climbed 19.4%.

Those were the standouts in North Texas, but other counties in the region also saw double-digit percentage growth, according to a Dallas Business Journal dive into the [latest population estimates released by the Texas Demographic Center](#).

The data show how the counties that surround Dallas and Fort Worth are seeing the most percentage growth. The population wave is radiating outward: If DFW was a pair of Wranglers, they'd be bursting at the seams.

Statewide, the population of 30 Texas counties soared by double-digit percentages from the start of 2020 to Jan. 1, 2024. Nearly a dozen of those counties were in North Texas.

Population growth is important because it impacts an area's economy, environment and quality of life. Sure, more people bring more traffic, but newcomers also bring more potential customers for businesses, more tax revenue for government and more working-age people to fill jobs and boost income per capita.

The estimates from TDC, along with [annual updates to Census Bureau data](#), provide an idea of where growth is headed. This kind of info is top of mind for Realtors and commercial real estate brokers, as well as retailers mapping out their own growth plans. It's also crucial for school administrators and other government officials trying to prep for growth.

The estimated Jan. 1, 2024, population for the region overseen by the North Central Texas Council of Governments was just over 8.48 million, according to the COG. And it's growing at an increasing pace. In calendar year 2023, the region added a little less than 200,000 people — nearly 40,000 more residents than were added in 2022.

In 2023, the North Texas region added enough people to fill two AT&T Stadiums to capacity. Put another way, in one year, the 16-county region covered by the COG added a city the size of Waco (population 146,241) and Galveston (53,099) combined.

Estimates for the full 2024 calendar year won't be available until later this year.

Even for fast-growing Texas, DFW's population boom is explosive. Fort Worth's 2024 population estimate of 989,878 carried it past Austin to rank as the [fourth-largest city in the state](#). Cowtown added an estimated 70,963 residents between the start of 2020 and the start of 2024.

In the city of Dallas, however, growth has waned. Sure, Big D's estimated headcount of 1,308,404 at the start of last year means its solidly the largest city in North Texas, but from a statewide perspective, Houston (population 2,318,657) and San Antonio (1,496,876) have the lead.

Returning to the county level, DFW's "big four" counties all topped 1 million people at the start of 2024. Dallas County stood at 2,629,938; Tarrant at 2,204,054; Collin at 1,209,295; and Denton County at 1,007,288.

Collin and Denton counties clocked double-digit percentage growth since 2020, at 13.6% and 11.1% respectively.

But in percentage terms, it was the farther outlying areas of DFW that ran up the highest scores.

Fastest growing counties in Texas

Below: An alphabetical listing of Texas counties with double-digit percentage growth since 2020, along with their estimated populations as of Jan. 1, 2024, using November data from the Texas Demographic Center. Counties in North Texas are highlighted.

Bastrop, up 16.5% to 113,288

Blanco, up 16.4% to 13,242

Burleson, up 12.4% to 19,831

Burnet, up 12.6% to 55,326

Caldwell, up 11.2% to 51,005

Chambers, up 16.2% to 54,114

Collin, up 13.6% to 1,209,295

Comal, up 17.9% to 190,384

Denton, up 11.1% to 1,007,288

Ellis (county seat Waxahachie, south of Dallas), up 16.3% to 223,893

Fort Bend, up 10.8% to 911,893

Grayson (county seat Sherman, north of Dallas), up 10.5% to 149,279

Grimes, up 11.5% to 32,624

Guadalupe, up 11.8% to 193,158

Hays, up 19.1% to 287,020

Hood (county seat Granbury, southwest of Fort Worth) up 11.8% to 68,856

Hunt (county seat Greenville, northeast of Rockwall), up 18.8% to 118,717

Johnson (county seat Cleburne, south of Fort Worth), up 19.2% to 214,438

Kaufman, up 26.7% to 184,070

Kendall, up 22.2% to 54,125

Liberty, up 20.3% to 110,184

Llano, up 10.2% to 23,404

Medina, up 11% to 56,338

Montgomery, up 17.4% to 728,402

Parker, up 19.4% to 177,012

Rockwall, up 25% to 134,748

San Jacinto, up 10.7% to 30,327

Waller, up 13.4% to 64,391

Williamson, up 17.1% to 713,134

Wise (county seat Decatur, northwest of Fort Worth), up 16% to 79,619

Largest cities in Texas

Below: Population estimates as of Jan. 1, 2024, according to Texas Demographic Center

1. Houston: 2,318,657
2. San Antonio: 1,496,876
3. **Dallas: 1,308,404**
4. **Fort Worth: 989,878**
5. Austin: 986,928
6. El Paso: 672,802
7. **Arlington: 414,344**
8. Corpus Christi: 317,742
9. **Plano: 292,485**
10. Lubbock: 266,289

NEWSBREAK

DALLAS HIGHWAY AMONG TOP 5 MOST DANGEROUS IN U.S. FOR SPEEDING

By Robert Russell Shaneyfelt

Jan. 23, 2025

A recent study indicated that one of the main highways in North Texas is ranked among the top five most dangerous roads for speeding in the country. The research further stated that Texas registered the highest number of speeding-related deaths nationwide in 2022, with a total of 1,371 casualties. Following Texas, California reported 1,269 deaths, while North Carolina had 598 fatalities attributed to speeding.

Since the year 2019, there has been a concerning increase in driving fatalities related to speeding in the United States, amounting to a surge of almost 25%. These incidents now contribute to approximately one-third of all traffic fatalities recorded within the country.

Texas is home to two roadways that have been identified as among the most hazardous in the United States for incidents of speeding, while Arizona has been found to have five such roadways traversing its landscapes.

The two most dangerous highways in Texas are I30 in Dallas County with 12 fatalities and I35 in Travis County with nine fatalities.

One North Texas corridor has been identified as the 11th most congested in the United States, adding to the region's ranking among the top 20 most congested areas nationwide. This specific corridor is 80 Eastbound, spanning from 635 to FM 548 in Forney.

Traffic Congestion on the Dallas Highway

Research conducted by INRIX revealed that motorists in Dallas spent 38 hours stalled in traffic last year, indicating a six-hour increase compared to the previous year. This statistic positioned Dallas as the 17th most congested city in the United States.

Traffic in Dallas has increased 12% compared to pre-COVID. However, the author of the study points out that the metroplex's ranking hasn't changed in recent years, despite population growth.

One North Texas corridor has been identified as the 11th most congested in the United States, adding to the region's ranking among the top 20 most congested areas nationwide. This specific corridor is 80 Eastbound, spanning from 635 to FM 548 in Forney.

Traffic in Dallas has increased 12% compared to pre-COVID. However, the author of the study points out that the metroplex's ranking hasn't changed in recent years, despite population growth.

The author of the study credits Texas' innovative approach to funding new road projects, such as public-private partnerships. But he does say changes including adjusting traffic signal timing and curb management would help ease the congestion.

Don Lamers from the North Central Texas Council of Governments emphasizes the potential for enhancement in the region, such as expanding public transportation choices and enhancing the

management of freeway and Tollway access. In light of the extensive scope of the Dallas-Fort Worth metropolitan area, he regards the 17th ranking as a positive outcome.

"We are doing, I think, a great job of accommodating the demand that is coming to our system, working with our employers, working with our local governments to find opportunities to reduce travel whenever possible," said Lamers. "Can we do better? We can do better."

Factors Contributing to Speeding on the Dallas Highway

Numerous elements play a role in the prevalence of speeding on the highways of Dallas. These include the road infrastructure characterized by extended, straight segments, elevated speed limits, traffic congestion at peak times, driver impatience, a false sense of security on specific road sections, insufficient enforcement measures, and the existence of multiple lanes that promote faster driving, especially on key routes such as I-35E and the LBJ Freeway (I-635).

NEWSWEEK

TEXAS HIGH-SPEED RAIL PROPOSAL GETS MAJOR BOOST

By Theo Burman
Jan. 24, 2025

A Texas [high-speed](#) rail route facing a potential legal battle was granted \$1 million to fund a defense.

Newsweek contacted the Regional Transportation Council and Hunt Realty Investments for comment on this story via email.

Why It Matters

If built, the high-speed rail between Fort Worth and Dallas could transform transportation in [North Texas](#), carrying up to 30,000 passengers daily and connecting two major urban hubs. However, the legal difficulties posed by its potential impact on a \$5 billion redevelopment plan near downtown Dallas mean that the infrastructure's future remains unclear.

What To Know

On January 23, the Regional Transportation Council (RTC) approved \$1 million in legal funding to address challenges from Hunt Realty Investments. The funding will be issued in \$250,000 increments and is the council's first-ever preemptive legal expenditure.

Hunt Realty has argued that Alignment B would harm its plans to develop a 20-acre site near Reunion Tower and the Hyatt Regency Hotel, claiming that the route conflicts with a 1975 agreement with the City of Dallas and could undermine economic activity tied to the ongoing \$3 billion expansion of the Kay Bailey Hutchison Convention Center, which is set to finish in 2029.

The high-speed rail route is currently undergoing environmental and engineering assessments under the National Environmental Policy Act, with a review process expected to conclude by March 2025.

The proposed alignment avoids the convention center and would run parallel to South Riverfront Boulevard, terminating at a station in The Cedars neighborhood south of the Dallas Central Business District.

Hunt Realty argues the alignment will cause irreparable harm to the Reunion development and hinder long-term economic opportunities in downtown Dallas.

In a letter to the RTC, Hunt's attorney Eric Gambrell called the project "in defiance and disregard" of a Dallas City Council resolution opposing aboveground rail routes through downtown areas.

RTC legal counsel Ken Kirkpatrick responded that Hunt's concerns are being addressed, with proposed enhancements such as climate-controlled pedestrian walkways connecting the high-speed rail station, the convention center, and nearby landmarks.

He also pushed back against claims that the alignment is unworkable, stating that decisions remain open pending further review and economic impact studies.

What People Are Saying

Council of Governments legal counsel Ken Kirkpatrick said in a response to Hunt's complaints: "Unfortunately, it misses the proper context of the evolving conversation about the potential high-speed rail alignments over the past several months culminating in a path forward at the August (2024) RTC meeting.

"I encourage you to watch the June, July and August RTC meetings. If so, you will note that Motion to Approve the above two-pronged RTC direction to staff in Austin was made by a Dallas City council member, with the comment of leaving both options (West and East of the Hyatt) open until the economic impact study was complete for the City of Dallas to 'weigh in on.' Other City of Dallas council members indicated Dallas was 'tapping the brakes' until Dallas reconsiders its position."

What Happens Next

The RTC will seek an outside law firm to handle legal matters and prepare for potential litigation. The environmental and engineering review process for the high-speed rail route is expected to continue into 2025, with cooperation from federal and state agencies.

WFAA

\$1M APPROVED FOR POTENTIAL LAWSUIT RELATED TO DFW HIGH-SPEED RAIL PLANS

The Regional Transportation Council approved funding in preparation for a possible lawsuit from Dallas developer Ray Hunt and his companies

By Rachel Snyder
Jan. 24, 2025

The Regional Transportation Council this week took a step to prepare for potential legal action over a high-speed rail route connecting Dallas to Houston from one of the wealthiest developers in North Texas.

The Regional Transportation Council Thursday approved up to \$1 million – to be issued in \$250,000 increments – for use in a potential legal battle over the high-speed rail route between Fort Worth to Dallas. Regional Transportation Council Chair Clay Lewis Jenkins said when a \$250,000 allocation is used up, the board would approve the allocation of the next installment of funds.

“Just in terms of internal legal resources, we have a pretty lean team here at COG – it’s two of us,” said NCTCOG legal counsel Ken Kirkpatrick. “I think, pointing back to the October letter that we preserve, not destroy documents related to this particular topic – in reality that’s a precursor to litigation. They’re sending a signal when you get done with the EA, whatever the final decision is, if we don’t like it, we’re going to litigation.”

The Regional Transportation Council, the 45-member policymaking arm of the North Central Texas Council of Governments, approved allocating the funding “for potential litigation” by Dallas-based Hunt Realty Investments related to the environmental assessment for the proposed high-speed rail route in Dallas-Fort Worth. The vote was 42-3.

“We are supportive of going forward, I don’t think it’s necessary to vote every \$250,000,” Arlington Mayor Jim Ross, who was among the three who voted against the allocation, said.

The pre-emptive action came after North Central Texas Council of Governments staff said they had received numerous letters from Hunt Realty and other Hunt-related entities about the proposed high-speed rail route connecting Dallas and Fort Worth.

Hunt Realty Investments, one of the companies Hunt controls, opposed an earlier route proposed for the train to run directly past Reunion Tower, and the Dallas City Council voted against that route in June. The city council greenlit [an economic development study](#) on a new route that would run west of Downtown Dallas in October.

A Jan. 3 letter to NCTCOG outlined Hunt's opposition to the line, including a claim one of the routes proposed violates a 1975 agreement between Hunt and the city of Dallas. That route would then run west of downtown Dallas, between the Trinity River and South Riverfront Boulevard. The proposed route would then cut across Houston Street and I-35E before reaching a station in the Cedars.

When Hunt Realty Investments raised those concerns in June, it said the proposed route of the train line could risk the economic viability of the Hyatt Regency Hotel and the new Kay Bailey Hutchison Convention Center.

It also alleged the NCTCOG has not received final approval for the Dallas station, is improperly putting other transportation projects on hold until rail is approved and endangering Dallas parks and bridges with the proposed route.

A spokesperson for Hunt Consolidated previously declined to comment, saying "The Hunt organization is privately held, and as such, we do not comment on our activities nor on the activities of others."

HIGH-SPEED RAIL LITIGATION GAINS MOMENTUM IN FORT WORTH-DALLAS DEVELOPMENT DISPUTE

High-speed rail litigation sparks debate in North Texas

By Railway Supply Staff
Jan. 24, 2025

The Regional Transportation Council in the United States allocated \$1M for high-speed rail litigation, sparking debates over regional development. This funding supports preparations for legal disputes tied to the Fort Worth-Dallas rail project.

High-Speed Rail Litigation and Environmental Assessments

Hunt Realty Investments raised concerns about environmental assessments impacting a \$5B development near the Hyatt Regency Hotel. The council's \$1M allocation aims to counter litigation challenges, ensuring transit priorities remain on track.

Legal Actions Impacting Transit Development

Dallas officials passed resolutions opposing above-ground rail routes, fueling high-speed rail litigation. The council is collaborating with federal agencies to complete environmental reviews and finalize viable alignments.

The proposed rail route, known as Alignment B, avoids central Dallas landmarks but faces criticism from Hunt Realty. Their attorneys argue the alignment jeopardizes economic growth and violates existing agreements.

The council defended its approach, highlighting ongoing efforts to mitigate environmental impacts and balance transit priorities. Elevated tracks and climate-controlled pathways will enhance pedestrian access near the rail station.

This legal dispute highlights challenges in balancing infrastructure growth with local economic interests. The \$1M funding allocation reflects the council's commitment to advancing regional transit while addressing stakeholder concerns.

By prioritizing collaboration and legal preparation, officials aim to resolve disputes and achieve North Texas transit goals effectively. This high-speed rail project could transform regional connectivity and drive future development opportunities.

LEGAL FIGHT OVER PROPOSED BULLET TRAIN SEEMS MORE LIKELY

NCTCOG awarded funding to prepare for potential lawsuit from Hunt Realty

By Plamedie Ifasso
Jan. 24, 2025



Image: Alexander Hafemann / Getty Images

Transportation planners are studying a high-speed rail line that could link Dallas and Fort Worth with a stop in Arlington. Getty Images.

Funding has been approved to help the North Central Texas Council of Governments prepare for a potential legal fight concerning the proposed Dallas-to-Fort Worth bullet train.

The Regional Transportation Council on Jan. 23 approved a \$1 million request from NCTCOG to [prepare for possible litigation](#) from Hunt Realty Investment Inc. concerning the environmental assessment for the high-speed rail project. Separated into increments of \$250,000, the first tranche of funding will be released immediately with a RTC vote required for the release of each additional increment.

NCTCOG staff will also report to the council quarterly. The request was initially supposed to be heard Jan. 9, but the meeting was postponed because of inclement weather.

NCTCOG requested the funding after attorneys for Dallas-based Hunt Realty began asking the local government planning group in October to preserve documents related to high-speed rail. Hunt leaders have raised concerns that one of the proposed rail routes would [disrupt plans for its \\$5 billion development vision](#) near the Hyatt Regency Hotel and Reunion Tower. In the recent messages to NCTCOG, attorneys for the firm also raise questions about how the project

would impact a 1975 master agreement between the City of Dallas and Hunt-related organizations.

A spokesperson for Hunt declined to comment. Eric Gambrell, a partner at Akin Gump Strauss Hauer & Feld LLP who represents Hunt, did not respond to a request for comment by deadline.

In an Oct. 21 letter to NCTCOG, Gambrell argued the proposed elevated train line also could harm new economic activity spawned by the redevelopment of the Kay Bailey Hutchison Convention Center. He also said that continued review of the alignment disregards a resolution passed June 12 by the Dallas City Council calling for a four-month economic impact study of the line.

Following scrutiny of the downtown alignment, NCTCOG [received additional funding](#) to study a more western route that would bypass downtown and Reunion Tower. The agency plans to bring the newly proposed line to the same engineering design and planning level as the other route.

No lawsuits have been filed, and it's still unclear what will happen next. But Hood County Precinct 2 Commissioner Nannette Samuelson believes the content of the letters received indicates Hunt is preparing for litigation.

"They're already seeing exactly what documents they want, who they want to talk to, et cetera, so I believe it is our duty to get prepared," Samuelson said at this week's Regional Transportation Council meeting.

The NCTCOG legal team only has two staff members, so external legal resources are needed to assist in responding to Hunt attorneys, according to the organization. Ken Kirkpatrick, general counsel for NCTCOG, said the agency received additional letters from Hunt's attorneys in the weeks since it first requested funding. He estimated the organization has spent about 80 hours responding to previous letters.

"We just need someone to say should we be responding to these letters, should we not be responding?" said Michael Morris, NCTCOG director of transportation. "Get some extension of legal help within a tight window related to our high-speed rail interest between Dallas, Arlington and Fort Worth with a seamless connection to high-speed rail to Houston and put this in its own box, so we can move ahead with a new federal administration, work on executive orders, get these agreements done and all the other things you assume are being handled."

Proposed high-speed rail between Dallas and Fort Worth, with a stop in Arlington, has been studied for years. Supporters say it would ease highway congestion and make it easier to get around in a metro that is seeing its [population increase more than anywhere else in the nation](#). The Dallas-Fort Worth train could also connect to a larger rail network proposed to extend to Houston.

In addition to Hunt's concerns, other critics of the project believe it's a costly bet on trains at the expense of other transportation priorities.

FORT WORTH REPORT

REGIONAL TRANSPORTATION COUNCIL APPROVES \$1M FOR HIGH-SPEED RAIL LITIGATION

By Eric Garcia

Jan. 23, 2025



High-speed trains, also known as bullet trains, are already commonly used in Europe and Asia. (Courtesy photo | Central Japan Railway Company)

During its Jan. 23 meeting, the Regional Transportation Council approved spending \$1 million — to be issued in \$250,000 increments — for a potential legal fight over a Fort Worth to Dallas high-speed rail route.

The 45-member council, an independent policy group of the North Central Texas Council of Governments composed of elected and appointed officials, decided to allocate the funding “in preparation for potential litigation” by Dallas-based Hunt Realty Investments Inc. related to an environmental assessment for high-speed rail in the Fort Worth-Dallas area.

The funding request — the group’s first-ever preemptive legal response — was approved in a 42-3 vote at the council’s meeting in Arlington. The issue was to be considered Jan. 9 but that meeting was postponed due to inclement weather.

Voting no on the matter was Arlington Mayor Jim Ross, Arlington Deputy Mayor Pro Tem Raul Gonzalez and Parker County Judge Pat Deen.

The Council of Governments said staff members received “numerous correspondences” from attorneys representing Hunt Realty and other Hunt-related entities concerned about a proposed high-speed rail route from Fort Worth and Arlington through downtown Dallas that includes the 20-acre Reunion property owned by Hunt. The company, which plans to [invest \\$5 billion](#) into development on land surrounding the Hyatt Regency Hotel and Reunion Tower, said the rail project would substantially affect those plans.

Hunt Realty Investments Inc. and other Hunt-related entities sent at least 16 separate items to the Council of Governments since Oct. 9, asserting various legal and factual claims regarding the environmental assessment as well as a 1975 master agreement between Hunt entities and the city of Dallas. About 2,500 pages of council documents were provided in response to the informal request.

In an Oct. 21 letter to the Council of Governments general counsel, attorney Eric Gambrell of Akin Gump Strauss Hauer & Feld LLP said the current route alignment — known as Alignment B — “would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.”

The Council of Governments’ continued action on high-speed rail “is in defiance and disregard” of a June resolution Dallas City Council members approved in protest of the proposed route, Gambrell said.

Dallas Convention Center construction, which will [expand the facility’s space](#) to 2.5 million square feet, began last year with a completion date of 2029.

At the meeting, Ross said he supported the funding for potential litigation since “someone’s already starting a pissing match” but favored approving the \$1 million in one lump sum rather than in increments.

Ross said Gambrell’s letters were uncomplimentary of Arlington — and his own comments as mayor on high-speed rail — but added that the Council of Governments was likely to receive more legal letters about the issue.

“We’re looking at stacks of letters with more coming,” Ross said. “We owe the community to do our due diligence.”

The initial letter from Gambrell led to a flurry of correspondence between Gambrell and two council legal staffers.

In a Nov. 4 response to Gambrell, Council of Governments legal counsel Ken Kirkpatrick said the attorney’s letter “complains of purported contradictory statements” by council staff.

“Unfortunately, it misses the proper context of the evolving conversation about the potential high speed rail alignments over the past several months culminating in a path forward at the August (2024) RTC meeting,” Kirkpatrick wrote. “I encourage you to watch the June, July and August RTC meetings. If so, you will note that Motion to Approve the above two-pronged RTC direction to staff in Austin was made by a Dallas City councilmember, with the comment of leaving both options (West and East of the Hyatt) open until the economic impact study was complete for the

City of Dallas to 'weigh in on.' Other City of Dallas council members indicated Dallas was 'tapping the brakes' until Dallas reconsiders its position."

Kirkpatrick also said the Hunt lawyers' supposition that the proposed alignment could "never be approved" was incorrect since it interferes with the rights of the city of Dallas and Hunt.

Kirkpatrick also responded on Dec. 31 that based on the council's conversations with Amtrak and Texas Central about the Houston to Dallas route, there are no intentions to change dimensions of Dallas' high-speed rail station.

Kirkpatrick said the Council of Governments looked for ways to avoid, minimize and mitigate any potential environmental and social impacts of the 2B alignment, as well as ways to enhance social and economic opportunities near the proposed alignment.

Those enhancements would include "direct pedestrian access between the proposed high speed rail station, the new Kay Bailey Hutchison Convention Center, Union Station, the Hyatt Regency and the proposed Reunion development through climate-controlled passageways."

Gambrell has also questioned whether transportation director Michael Morris exceeded this authority granted to the Council of Governments under Texas Local Government Code. Kirkpatrick responded that state provision in the law "has no bearing on NCTCOG and the Regional Transportation Council's federal responsibilities" as a Metropolitan Planning Organization.

Kirkpatrick said the proposed alignments remain "open until Dallas considers the economic impact study."

In June 2024, the Dallas council unanimously opposed a downtown Dallas route so the city could conduct a long-range economic impact study to determine the effects of the rail project in the Central Business District. In their resolution, council members said, "the City Council does not support construction of any above ground passenger rail lines through downtown and adjacent areas aside from streetcar projects."

The [revised alignment for the rail project](#), developed after the resolution passed, 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 with an elevated track in that area.

The proposed route from Fort Worth and Arlington crosses Interstate 30 from the north and avoids the convention center before heading south to the high-speed rail station at The Cedars neighborhood south of the Dallas Central Business District.

The Fort Worth to Dallas route that could carry up to 30,000 daily passengers is currently more than 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, officials have said.

The funding request calls for local funds to be used in \$250,000 increments on a quarterly basis for additional legal support to assist in responding to the legal matters and other preparatory work. Executive staff will begin a search for a firm to handle the legal correspondence.

Morris said he would limit his comments to avoid triggering more legal letters, but added “we need to take this item and move it to other lawyers” so Council of Governments legal staff can instead handle vital transportation projects across North Texas.

DALLAS HAS A NEW CITY MANAGER IN KIMBERLY BIZOR TOLBERT AFTER A YEAR OF TURMOIL

Tolbert released a 100-day plan she says builds on the momentum of her past year as interim city manager

By Devyani Chhetri and Everton Bailey Jr.
Jan. 25, 2025



Dallas Interim City Manager Kimberly Bizzor Tolbert smiles as Mayor pro tem Tennell Atkins (not pictured) speaks in favor of her for Dallas city manager during the Dallas City Council meeting at Dallas City Hall on Wednesday, Jan. 22, 2025. In a 13-2 vote, Tolbert beat Fort Worth Assistant City Manager William Johnson and Sacramento Assistant City Manager Mario Lara for the job. (Juan Figueroa / Staff Photographer)

No longer in an interim role, Dallas City Manager Kimberly Bizzor Tolbert's work has only just begun.

Days after the City Council appointed her for the permanent role — the first Black woman hired into that position in the city's history — Tolbert hasn't had a chance to breathe. Council member Jaynie Schultz told *The Dallas Morning News* on the night of the appointment that Tolbert's phone had more than 800 unread messages, and "not all of them were junk."

Two days later, Tolbert publicly released [a new 100-day plan](#).

"As I shared with each of you during the City Manager selection process, my vision for Dallas is that it is a model for global excellence that supports a thriving, vibrant, and inclusive community

— through innovation, efficient government, and targeted economic growth,” Tolbert said in a Friday memo.

Among her priorities will be [finalizing a leadership team](#). She has yet to announce a plan for hiring the new police chief and a deputy in the city manager’s office, but it is expected to be one of her first moves.

She outlined using a cross-departmental strike team for grant acquisitions and procuring services from vendors. The strike team will also craft the budget on a priority basis.

Two city projects, the [Kay Bailey Hutchison Convention Center district](#) and [the new police academy in southern Dallas](#), have been characterized as “catalytic projects.”

Last year’s [100-day plan](#) from Tolbert, a playbook to move the city forward in the absence of a permanent city manager, also focused on the budget, the uniformed and civilian pension systems, homelessness, community engagement, recruitment and retention, and city permitting.

It was widely seen as [Tolbert’s audition for the top job](#).

Council member Gay Donnell Willis said some goals around homelessness and more options for temporary housing have not materialized.

“There have been some updates, but it hasn’t really come together like I would have hoped by now,” Willis said. “This is something affecting not only those on the streets but businesses and residents, and so I am going to expect to see more on that.”

Now in its second iteration, Tolbert has listed “releasing information on Interim Housing with Services for Adults Experiencing Homelessness” as an immediate next step.

The city manager is the most powerful non-elected official in Dallas City Hall, overseeing the day-to-day work of more than 13,000 staffers — whether it’s paving the road, fixing a sewer line or [wooing sports teams](#).

After former City Manager [T.C. Broadnax left to lead Austin](#), Tolbert, then his deputy, stepped in as interim and hit the ground running. Now, Tolbert is expected to present council members with a series of action plans on top of her new 100-day plan.

For the past six weeks, council members have been going through exercises to visualize needs. Each council member was asked to submit three things they wanted to prioritize in their districts, said council member Paul Ridley.

In interviews with *The News*, many council members emphasized public safety, housing and homelessness. Several wanted critical departments such as the permitting office to continue to improve. Others wanted to keep growing the tax base.

“None of this is a surprise to her, she knows what’s pressing the city and she knows what’s on the mind of council members,” Willis said.

The anticipated action plans come months ahead of the May election when all council member seats will be on the ballot.

The challenge isn’t limited to how Tolbert can meet their expectations. It’s also figuring out policies that can set Tolbert up for success.

“We have a window of opportunity right now,” Schultz said, adding there is an understanding among council members that their success is intrinsically linked to how much Tolbert can accomplish.

A unified vision

“Her biggest challenge is going to be trying to work with 15 bosses,” Mayor Pro Tem Tennell Atkins said. “They’ve got 15 different ideas, and she’s got four new bosses coming in at least. Time will tell how it goes, but she’s got a good foundation and experience. This isn’t her first time driving the car.”

Last year, Schultz identified the lack of a unified vision as a pain point.

“Many of the council members, you know, are fantastic advocates for their district, but they haven’t been part of a larger system,” she told *The News* on Thursday.

That’s where the council needs to go next. Setting goals for themselves, she said.

For council member Paula Blackmon, inspiration came from an exercise Dallas did decades ago.

It was the 1960s, and President John F. Kennedy’s assassination had taken its toll on the city. Most wondered how a tragedy of this scale could have occurred in broad daylight. Others like then-Mayor Erik Jonsson believed Dallas needed to step into a period of introspection: Where did the city want to go from this tragedy and what did it want to be?

Out came a series of formidable plans, “Goals for Dallas,” a list of needs, which if met, were intended to refurbish the city’s infrastructure, economy and the quality of life.

In it were hundreds of development projects and policies. A regional airport, the Dallas-Fort Worth Airport, which could give a landlocked city a port. Forming the Dallas Area Rapid Transit, a public amenity to connect the region. Reworking the water system. Adding more cops to the police force. Revitalizing brownfields. Creating a mixed-use central business district in downtown Dallas.

Many goals came to fruition in the ‘70s and the ‘80s. The city grew exponentially after the international airport catapulted the region into a commercial hub. But some projects have continued to linger — the foremost being the revitalization of South Dallas.

In many ways, Tolbert’s biggest challenge is becoming the connective tissue in a three-legged stool made up of the City Council, the community and City Hall.

“You’ve got to have everybody understanding where we’re going, why we’re doing it, and how we’re going to get there,” Blackmon said.

Willis said Tolbert’s team has to identify the spaces the city should be in and where it shouldn’t. This likely waives at Tolbert’s aim to make a budget based on the city’s priorities.

“I will expect her to have her teams evaluate areas that meet the criteria of core services or a place that the city of Dallas needs to be because no one else is meeting a need, and it has an effect on the city,” Willis said. “That’s really for her to push her team to identify and prioritize and make a case for or find a new place for it to live.”

Challenges ahead

During the November elections, voters approved [ballot measures](#) that are anticipated to have long-lasting effects on how the city governs itself.

Proposition S waived governmental immunity and opened the city up to lawsuits if it doesn't follow the charter or state law. Proposition U mandated the city divert any new revenue year over year into the police and fire pension system, and other public safety initiatives. The city was also given the mission to ensure it had at least 4,000 police officers.

An attorney representing Dallas Hero, the group that led the campaign to pass the propositions, has already sent two warnings to city officials.

A [December letter threatened a lawsuit](#), arguing Dallas isn't enforcing state law banning people from [sleeping in encampments on public property](#). A [January letter](#) urged the city to immediately start analyzing where Dallas ranks in starting police officer pay and benefits among departments in North Texas and work toward getting into the top 5 of those cities, one of the mandates of Proposition U.

Meanwhile, as sales tax collections simmer to pre-pandemic levels, pension payments are ramping up and a 3.5% legislative cap on property tax hikes limits local governments.

The lack of flexibility in how the city spends its money is likely to make an impact on the upcoming budget.

"We're going to be in an interesting budget time so we have to make sure that we're smart about what that looks like, too," council member Zarin Gracey said.

Moody's, a top credit rating agency, has already [lowered the city's financial outlook from stable to negative](#), citing the passage of Proposition U. The agency said it will be monitoring the city's financial health for the next two years.

The city is also a year away from playing a major role in the 2026 FIFA World Cup.

Thousands of visitors are expected to flock to the region. Agencies such as the North Central Texas Council of Governments are already working with the region's sports commission to come up with [transit plans to ship visitors to Arlington for games and back into Dallas](#) and other cities in the Metroplex.

But areas likely to bear the most scrutiny will be the city's response to homelessness and creating affordable housing. Tolbert promised in her last budget to [cut homelessness in half by 2026](#).

The city partnered with a coalition of groups led by Housing Forward, the region's lead homelessness response agency, to [remove encampments from three targeted areas](#) downtown and rehome about 100 unhoused neighbors. The initiative is called [Street-to-Home](#), and the new 100-day plan indicates city officials want to expand it citywide.



Booker Campbell (center right) calls the case workers over for a group hug after they helped him move into his new apartment in Dallas on Wednesday, Aug. 28, 2024. (From left) Haley Walton with Housing Forward, Hilary Moore with Austin Street Center and Hannah Sims with Housing Forward stand next to him. Campbell is one of more than 100 people who've recently found a fresh start through the Street to Home operation to find permanent housing for people living outdoors in downtown's public spaces. (Juan Figueroa / Staff Photographer)

The project is based on a nationally recognized “housing first” philosophy that argues the best way of curbing homelessness is by putting a permanent roof over one’s head.

Last year, council members toured the U.S. to seek [temporary housing options like container homes and tiny homes](#).

Many have begun leaning on the idea of a [pilot project](#) that would include temporary housing solutions that provide services such as mental health support and food. Attached to them would be sanctioned parking spaces and camping grounds.

The pressure to move the needle has grown. In December, the U.S. Department of Housing and Urban Development recorded an [18% increase in homelessness](#) in 2024. The rise, the department said, was driven mainly by a lagging inventory of affordable housing, rising inflation and stagnating wages. Moreover, natural disasters and the displacement of people from their homes as well as the rising numbers of people immigrating to the U.S., among others, have weighed down an “already stressed system.”

Whether Dallas has bucked that trend will be more apparent when the region’s homelessness infrastructure counts how many unhoused residents are sleeping outside in the 2025 Point-in-Time Count, scheduled to be conducted Jan. 30.



Newly added railings are seen on various tiny homes at The Cottages at Hickory Crossing, Thursday, June 6, 2024, in Dallas.(Elias Valverde II / Staff Photographer)

“It does really weigh on people,” Blackmon said. Last year, the Point-in-Time Count recorded [the lowest number of residents experiencing homelessness — 3,718](#) — since 2015. Council members have heard from their constituents the number of unhoused residents on thoroughfares, under bridges and in parks shows otherwise.

Perception versus reality is another challenge. Blackmon said while [the violent crime numbers were down](#), things like property crime and small-scale thefts undermine the optimism the data portrayed.

Several of these challenges may well be part of performance metrics council members are trying to formulate to assess the work of the city’s top officials, including the city attorney, secretary and auditor, among others.

The ad hoc committee on administrative affairs met earlier this week to discuss hiring a consultant to come up with those metrics.

Ridley said he had wanted the council to come up with performance metrics before the city manager search concluded to give the candidates the chance to see what was expected of them.

As council members continue to deliberate metrics to measure Tolbert’s success, Tolbert may be ahead of the curve.

“I think success for Kim is continuing what she started with her 100-day plan that she gave to us and keep going from there,” council member Omar Narvaez said.

“She gave us the gift of her own KPIs (key performance indicators),” Schultz said, referring to Tolbert’s 100-day plan. “Now we need to hold her to them.”

FORT WORTH REPORT

TARRANT SOOT LEVELS EXCEED NEW FEDERAL LIMITS. HERE'S HOW THAT AFFECTS RESIDENTS, INDUSTRY

By Nicole Lopez

Jan. 25, 2025



J7 Ready Mix opened its first concrete batch plant in Alvarado in February 2023. Richard Mayhew, a co-manager of the plant, said the company will take the lessons it learned in Alvarado to the Rendon site. (Cristian ArguetaSoto | Fort Worth Report)

Tarrant is one of four Texas counties that could see stricter enforcement of air quality laws and more regulation of pollution sources under Environmental Protection Agency regulations [announced last year](#).

Per the law, states are required to document whether or not counties meet the EPA's soot standards by Feb. 7. The [standard was lowered](#) from 12 micrograms per cubic meter to 9 micrograms.

A Nov. 26 memorandum from the Texas Commission on Environmental Quality says Tarrant and Dallas counties are in violation of those limits. If North Texas fails to see improvement, this could mean more regulation — and potentially fines — for industries that produce soot.

Kelly Haragan, environmental law professor at the University of Texas at Austin, says it is likely state regulators will continue to issue air quality permits to manufacturers but with lower soot emission limits and more pollution control requirements.

“The state can come up with whatever other means it wants to use, and it needs to get ambient air quality below that new limit,” said Haragan.

Soot is emitted through a [variety of sources](#), predominantly stemming from burning coal, manufacturing, power or concrete batch plants, oil refineries and motor vehicles, according to the EPA. Soot is released into the air as extremely small particles or liquid droplets.

Particulate matter can cause “tremendous” health risks and is tied to cancer and development and reproductive issues, according to the EPA. Biden administration officials said the stricter limits on pollution would prevent up to 4,500 premature deaths and 290,000 lost workdays nationwide between 2024 and 2032.

But concrete and aggregate industry leaders say the EPA’s latest change in particulate matter limits can have detrimental effects on businesses as concrete production is necessary to meet the demands of rapidly growing cities, especially in Texas.



Drivers make their way down Interstate 35 near Fort Worth’s Morningside neighborhood July 12, 2024. (Camilo Diaz | Fort Worth Report)

“The EPA continues to unilaterally lower air quality standards to limit growth and production, rather than basing those standards on public health protection,” said Texas Aggregates and Concrete Association spokesperson Matt Arnold.

Concrete batch plants represented by TACA have always strived to provide “essential natural resources” to support Texas’ growth while keeping the environment in mind, said Arnold.

Kevin Walgenbach, executive vice president of compliance and operations at National Ready Mixed Concrete Association, says concrete batch plants are often misrepresented regarding air emissions.

The air quality laws set by the EPA take data from several localities and operate as a “one size fits all” standard, added Walgenbach. As a result, these laws are often “overkill” for concrete batch plants, said Walgenbach.

Environmental advocates want even stricter regulations

For many environmental advocates, the regulations don’t go far enough. Ian Seamans, the Dallas-Fort Worth city hall advocate for Environment Texas, said the World Health Organization recommends the EPA implement even stricter standards. Those regulations would prevent further air pollution from many concrete batch plants that operate in Texas, he said.

“In Texas right now, we don’t have very strict setback rules in regard to where these industries can be located,” Seamans said, referencing the distance required between plants and protected buildings, such as schools, homes and hospitals.

He also advocates for the EPA to require concrete batch plants to utilize technologies that would mitigate soot pollution and emittance.

Requiring spraying and cleaning equipment at concrete batch plants and keeping paved concrete concealed would assist in protecting vulnerable neighborhoods, according to Seamans.

“These practices are not currently required here in Texas and they really should be if we’re going to be taking air quality and our health seriously,” said Seamans.

The ready mixed concrete industry goes to great lengths to control emissions, said Walgenbach.

“A lot of the things that I think communities ask for, it’s already baked into a traditional concrete plant,” said Walgenbach.

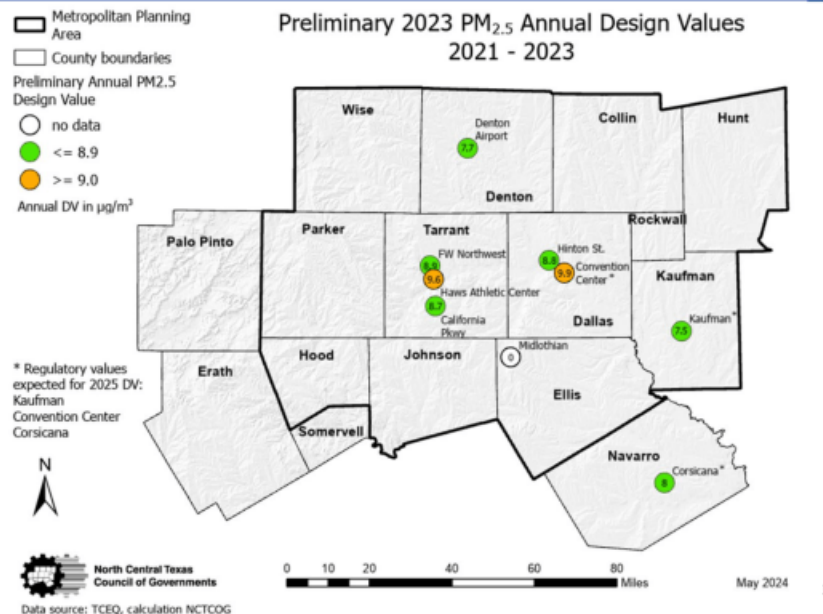
Those practices, in part, include cleaning paved surfaces, using water trucks and central dust collection systems to prevent emissions, according to Walgenbach.

“Those are all commonly used and part of the solution to try and make it so that there isn’t an issue in the communities,” said Walgenbach. “There’s a common misconception that these things aren’t being done when they absolutely are. The ready mixed concrete industry takes great pride in being good stewards of their communities.”

North Texas’ approach to addressing soot pollution

EPA Revision of the PM_{2.5} Annual Design Value

On February 7, 2024, EPA changed the PM_{2.5} NAAQ Standard from 12.0 µg/m³ to 9.0 µg/m³.



One of three air quality monitors show Tarrant County exceeds the Environmental Protection Agency's latest standards on particulate matter, or soot pollution. (Courtesy image | North Central Texas Council of Governments)

Addressing particulate matter and air pollution is a priority for the North Central Texas Council of Governments. The council is tasked with partnering with local governments to meet federal air quality requirements.

Conversations with Tarrant and Dallas County leaders have already been held, according to Jenny Narvaez, air quality program manager for the council of governments.

Now, the council is conducting research on the driving forces behind soot and implementing new air quality monitors within North Texas.

Of the three air quality monitors in Tarrant County, one of them is over the EPA's standards of soot pollution, according to Narvaez. Because of limited equipment to collect data, the numbers may not accurately reflect pollution levels throughout Fort Worth, said Daniela Tower, air quality planner for the council of governments.

"Of course (Tarrant County) will be designated, but that doesn't mean that in every location in the county we are over the air standard," said Tower.

The council's research aims to utilize more data and information to determine how much of Tarrant County is actually affected by soot and air pollution.

"Particulate matter can be very local, so the actual pollution levels are not the same in the entire county," said Tower.

Whether or not Tarrant County will see lower levels of particulate matter is not a simple answer, said Tower.

"Our goal is to always improve air quality and bring the region into attainment," said Tower.

If found to be in violation, industries or source emitters may not face [penalties until 2032](#), when the EPA expects to see reductions in particulate matter. Some areas may have an extended period to meet the new standards.

WFAA

NORTH TEXAS IS BOOMING: A LOOK AT THE DATA REVEALING HOUSING STRUGGLES, JOB GROWTH AMID POPULATION SURGE

This Boomtown has been putting up some incredible numbers, but growing also comes with growing pains

By Jason Wheeler
Jan. 28, 2025

We have this whole series of reports this year called [Boomtown](#), which will focus on the explosive growth we are experiencing here in North Texas.

So, let's start by talking about these cities: San Marcos, Katy, Pecos, Brownsville, Fredericksburg, New Braunfels, Texarkana, Brenham, and Galveston.

I know. Obviously, none of those are in North Texas, but those cities help to illustrate what has been happening here.

Huge population growth

[From 2020 to 2021](#) the population in the region went up by 119,796 people. If you look at population figures from the Texas Demographic Center, that increase in the North Texas region is like the populations of San Marcos, Katy, and Pecos all moving here that year.

[A year later](#), we saw an increase here of 202,294. That's roughly the equivalent of Brownsville and Fredericksburg also packing up and relocating here. Then, [from 2022 to 2023](#), we grew by another 149,041 people. That's like New Braunfels and Texarkana moving in.

And then from mid-2023 to the beginning of last year—so about half a year—we added 74,554 additional people in North Texas. That's like plopping Brenham and Galveston into North Texas, too.

Job growth

To accommodate everyone, we have been developing and sprawling. If you play this [Google Earth timelapse](#) of North Texas, you can zoom down and see how fields have turned into cityscapes all around D-FW in recent decades.

Why do so many people keep coming here? It's not the allure of the beautiful ocean or the majesty of mountains. It's the opportunities!

Look at the [last ten years of job growth](#) here. Even with that outlier negative COVID year, the greater Dallas-Fort Worth-Arlington metro has added 956,413 jobs in a decade. That's an average of 95,641 additional people employed here each year. Here's the breakdown:

- Nov 2014-Nov 2015: +87,406
- Nov 2015-Nov 2016: +128,355
- Nov 2016-Nov 2017: +77,212
- Nov 2017-Nov 2018: +76,769
- Nov 2018-Nov 2019: +125,409

- Nov 2019-Nov 2020: -77,611
- Nov 2020-Nov 2021: +214,665
- Nov 2021-Nov 2022: +134,285
- Nov 2022-Nov 2023: +108,866
- Nov 2023-Nov 2024: +81,057

Decade total: +956,413

Yearly: +95,641

Businesses and headquarters have been growing in North Texas, too

So, it's not just people moving here. Businesses have been coming and bringing jobs and headquarters here as well.

As a state, Texas has been recognized by Site Selection magazine in recent years for what they say is the [country's best business climate](#). They even called Texas the '[headquarters of headquarters](#)'.

But this year, Texas slipped from first place to being [tied as the fourth-best state](#) for doing business. And yet the Dallas metro was still selected by the people who advise CEOs on relocations as the best place for a headquarters.

It seems the executives are listening to that advice. [According to Y Texas](#), the greater DFW metro is now the home base for 48 of the 1000 biggest American companies (Fortune 1,000 companies).

That's 21 in Dallas, 12 in Irving, 3 in Fort Worth, 3 in Plano, 2 in McKinney, and one each in Richardson, Arlington, Southlake, Westlake, Denton, Willow Park, and Grapevine.

Companies have come from all over. The Dallas Chamber [put out this brag graphic](#) last year to illustrate that. But as we get into the Boomtown series, we are confirming that when you grow fast, you have growing pains. You know this if you have been shopping for a home along with all those other people who have moved here.

The difficulties of finding affordable housing

In this hot, in-demand market, prices have gone up. But in many cases, salaries haven't kept up.

Harvard's Joint Center for Housing Studies figures [your household needs to be bringing in \\$116,238 per year](#) here to afford the median-priced home (\$377,700).

If you select the [map view in this data](#) from the Federal Reserve of St. Louis and zoom down to North Texas, you can see that Dallas and Tarrant fall well below that household earnings target. Denton gets close and places like Collin and Rockwall exceed the necessary household income.

But then zoom down on [this map from the National Association of Realtors](#) and you will see that in those North Texas counties with higher incomes, the median home price is also much more expensive than the region overall.

More traffic is coming...

Even when you find a home—and one of those many jobs that have been created here— are they close together? Another growing pain is the growing commute time.

Check out the congestion blobs [depicted in this report](#) by the North Central Texas Council of Governments. The darker the red, the more severe the traffic. It looks like one of those inkblot tests.

What do you see in the shape of the current congestion map? I see a happy face because it looks good compared to the next 20 years.

As more people come here, you can use the slider to see how bad it gets if we don't make improvements. There is a lot more congestion sprawl and dark red even if you look at the blob that depicts what happens if we do make improvements.

NORTH TEXAS AGENCY PROVIDES FUNDING FOR HEARTLAND FLYER SHORTFALL

By Trains Magazine Staff
Jan. 29, 2025



The southbound *Heartland Flyer* prepares to leave Oklahoma City for Fort Worth, Texas, on July 20, 2023. A North Texas agency has provided funding to address a state shortfall. Photo by Bob Johnston.

A North Texas governmental agency will provide \$100,000 to address a funding shortfall for the Fort Worth-Oklahoma City *Heartland Flyer*.

The news site [Fort Worth Report says](#) the Regional Transportation Council, a 45-member organization that is part of the North Central Texas Council of Governments, has allocated the money from regional toll revenues to address a \$72,000 shortfall in *Heartland Flyer* funding for the current fiscal year, which ends in September. The Council of Governments will also inform the Texas legislature that the funding requested by the state Department of Transportation is inadequate and should be bolstered.

Texas provides about \$2.6 million for the train, but has not increased funding for more than a decade.

A staff report said the move will prevent disruptions, and notes that the transportation council had previously approved \$700,000 for a shortfall in 2023. That was ultimately not needed as Texas DOT addressed the issue.

The train's route includes two of the 16 counties in the NCTCOG: Tarrant — which include the southern terminus of Fort Worth — and Denton.

[Amtrak figures](#) show that *Heartland Flyer* ridership increased by 14.8% in fiscal 2023, to 72,379 — the highest figure in the last eight years, exceeding the 71,340 in 2017. A study is currently underway to consider a possible extension of the train to connect with the *Southwest Chief* in Newton, Kan.; in December, officials of the Kansas Department of Transportation said infrastructure improvements for that 198-mile addition could reach \$573 million [see "[Kansas officials say extension ...](#)," *Trains News Wire*, Dec. 11, 2025].

FORT WORTH REPORT

NORTH TEXAS FUNDING HELPS AMTRAK'S HEARTLAND FLYER KEEP ROLLING DESPITE SHORTFALL

By Eric Garcia

Jan. 28, 2025



Amtrak's Heartland Flyer arrives at Fort Worth Central Station in April 2022. (David Wilson | Flickr, via Creative Commons)

A passenger rail train will keep rolling between Fort Worth and Oklahoma City daily — thanks to funding from North Texas.

Amtrak's [Heartland Flyer](#) — which faced a shortfall of about \$72,000 for the 2024 fiscal year that continues through September — will receive \$100,000 after the Regional Transportation Council approved funds last week to avoid service interruptions.

The 45-member council, an independent policy group of the North Central Texas Council of Governments, allocated money from Regional Toll Revenue funds to supplement the Heartland Flyer, a 206-mile route.

Council of Governments staff also received the go-ahead to inform the Texas Legislature that a funding request by the Texas Department of Transportation is inadequate and should be fortified.

Transportation staff requested the funding after they learned of the monetary shortfall in November. The Heartland Flyer travels along the Interstate 35W corridor in Tarrant and Denton counties.

“This action ensures that the Amtrak Heartland Flyer passenger service will not experience any disruptions,” according to a staff report. “RTC had previously approved \$700,000 for a shortfall for fiscal year 2023, which was ultimately not needed as the TxDOT resolved the funding gap.”

Each year, Texas pays about \$2.6 million for the train service — an amount that has not increased in over a decade although costs have significantly risen, said Peter LeCody, president of Texas Rail Advocates.

Oklahoma, which partners with TxDOT, pays more than half of the yearly funding, he said.

“We’re very supportive of the service,” LeCody said, adding that he has ridden the Heartland Flyer a number of times.

An Amtrak spokesperson said that service levels for state-sponsored trains are the result of contracts between the states and Amtrak.

“States typically address these issues in their State Rail Plans and with funding from federal programs such as [the Corridor Identification and Development](#) grants,” the spokesperson told the Report by email.

Ridership increase

Passenger rail ridership to Fort Worth increased more than 14% in 2024 as Amtrak set new [records for its national service](#). In addition to the Heartland Flyer, Amtrak’s [Texas Eagle](#) also chugs into Cowtown daily.

In 2024, 123,584 passengers visited Fort Worth compared to 107,566 in 2023, an Amtrak spokesperson told the Report [in December](#).

The Fort Worth ridership growth reflects Amtrak national growth of 15% in 2024 as the passenger rail service hit an all-time record of 32.8 million customer trips. Ticket revenue nationwide hit \$2.5 billion, another first for Amtrak that reflects a 9% increase over the year prior.

Kansas extension

Restoration of the Heartland Flyer route from Oklahoma City to Newton, Kansas, is under consideration — a development that could open up new markets for rail passengers, LeCody said.

That 106-mile route, which was abandoned in 1979, could cost at least \$311 million to restore through infrastructure improvements on the BNSF-owned line, the Kansas Department of Transportation estimates.

Subgrade and infrastructure issues would prompt the train to move at slower speeds unless upgrades are made, [the Kansas Reflector](#) reported.

A faster train, with a top speed of 79 miles per hour, would cost considerably more at \$573 million for improvements.



The proposed Heartland Flyer extension would connect Oklahoma City to Newton, Kansas. (Courtesy image | Kansas Department of Transportation)

In 2023, the Kansas Department of Transportation was [awarded \\$500,000](#) from the Federal Railroad Administration to study the feasibility of the extension to Newton, north of Wichita, Kansas. Restoration of that route — which would include Oklahoma stops in Edmond, Guthrie, Perry, and Ponca City, and Kansas stops in Arkansas City and Wichita — would enable passengers to connect with the Southwest Chief train, a Chicago to Los Angeles route.

The route extension could have an economic impact of \$1.9 billion in initial capital investments. Service could begin as early as 2029, depending on available funding, the Reflector reported.

Regarding the Heartland Flyer extension, the Amtrak spokesperson said, the route's Service Development Plan is well along in the planning process as it is managed by the Kansas Department of Transportation.

Amtrak said the extension, if approved, could increase the number of Heartland Flyer trains from Fort Worth from once a day to three times daily.

FEDERAL FUNDING FOR FORT WORTH AGENCIES, ORGANIZATIONS FACES SCRUTINY UNDER TRUMP ORDER

By Eric Garcia and Scott Nishimura

Jan. 29, 2025

As the Trump administration attempts to push pause on federal grants and loans, nonprofits, school districts and government agencies are scrambling to respond.

Noise mitigation efforts planned for six schools near a Fort Worth military base — funded through the U.S. Department of Defense's [Community Noise Mitigation Program](#) — are among those that could be examined under Trump's plan to ensure federal funding is in line with his executive orders to scrap initiatives on transgender rights, immigration, environmental assessments, and diversity, equity and inclusion programs.

U.S. District Judge Loren L. AliKhan's temporary stay — effective until 5 p.m. Feb. 3 — blocked part of the president's plan hours before it was set to take effect Tuesday.

Trump rescinded his Office of Management and Budget order on Wednesday, but Karoline Leavitt, White House spokesperson, later said the president's order still stands.

"This is NOT a rescission of the federal funding freeze," she said in a post on the social platform X. "It is simply a rescission of the OMB memo.

"Why? To end any confusion created by the court's injunction," Leavitt said, "The President's (executive orders) on federal funding remain in full force and effect, and will be rigorously implemented."

Among Tarrant groups, confusion remains

Tarrant nonprofit organizations, school districts, government agencies and others reliant on federal funds were among those around the country trying to determine what effect Trump's order would have on local programs.

In Fort Worth, the city receives millions of federal dollars for programs involving affordable housing, Community Development Block Grants and Emergency Solutions Grants, among others, that could be affected by Trump's scrutiny.

In Fort Worth ISD, trustees adopted a budget for the 2024-25 school year that includes \$61.9 million in federal revenue. The federal dollars represent 6% of projected revenues, the smallest source for the city's largest school district.

U.S. Rep. Marc Veasey, a Democrat who represents the city's east side, accused Trump of unconstitutionally freezing federal grants and funds as a media stunt since he has not offered any solutions. In a statement, he called the move "illegal bull—."

"President Trump has no real solutions for lowering costs for families, and he's just making noise to serve up some red meat," Veasey wrote on X.

Veasey said Congress has already allocated funds and grants "to provide essential community services."

“If President Trump wants to find ways to cut unnecessary spending and lower costs — we’re right here,” he added. “Work with us. In the meantime, stop messing with our veterans, our hospitals and our kids’ education.”

A spokesperson for U.S. Rep. Craig Goldman, the freshman congressman who replaced longtime incumbent Kay Granger this month, did not respond to a request for comment from the Fort Worth Report.

[Fort Worth Housing Solutions](#), which received [a \\$5 million U.S. Housing and Urban Development federal grant](#) in July 2024 to improve affordable housing in the city, planned to inform its clients about the funding situation.

“We’re closely monitoring this situation and remain in contact with HUD, as well as our partners,” Mary-Margaret Lemons, president of Fort Worth Housing Solutions, said in a statement. “As more information and clarity becomes available, we will be in a better position to communicate any potential impact for our agency and our clients.”

The Catholic Charities Diocese of Fort Worth Endowment, which received about \$110 million for immigration-related assistance in October 2024 from President Joe Biden’s administration, could also face questions as the Trump White House has indicated it would stop funding for the charity. A spokesperson declined to comment on the agency’s federal dollars until more information is known.

In a message to friends Tuesday, Keith Harrison, vice president of marketing and communications for [Meals on Wheels Inc. of Tarrant County](#), pointed to a new memo from the Office of Management and Budget related to the latest on grant disbursement.

“In part, it states that any program that provides direct benefits to individuals is not subject to the pause,” Harrison said. “While there is still a lot of confusion, it appears on the surface that this pause may not affect Meals on Wheels. I am confident that we will receive more clarity in the coming days and hope to be able to report with confidence that our federal funding will continue without interruption.”

In response to questions from the Report, Harrison said 37% of Meals on Wheels funding nationally comes from federal grants. In Tarrant County, that amounts to \$4.8 million annually, Harrison said. Those dollars help provide meals to some of Meals on Wheels’ homebound, elderly and disabled clients, Harrison said.

The agency receives that money on reimbursement, “so we are notified each year of the level of federal funding we will receive,” Harrison said.

Grants for Naval Air Station, Trinity Metro could be affected

A federal grant to add sound insulation at six schools near [Naval Air Station Joint Reserve Base Fort Worth](#) was submitted by Regional Transportation Council staff last year. The F-35 Lightning II fighter jet — produced by Fort Worth-based Lockheed Martin Aeronautics Co. — is assembled and tested at the base near Interstates 30 and 820 on the city’s northwest side.

The program’s goal, a staff report said, “is to improve the quality of life near military installations” with a “direct benefit to the economic driver NAS JRB Fort Worth combined with Lockheed Martin.”

Initial funding for the program ended in December, although remaining funds for 2024 may still be issued.

If the local application is approved, the federal grant would pay about 90% of the program costs. The transportation council would consider spending about \$150,000 to \$200,000 in local funds that would be matched by two school district partners.

In September, acoustical testing was held near Lake Worth Independent School District schools, Superintendent Rose Mary Neshyba told the Fort Worth Report. The testing helped determine sound transmission characteristics of school buildings.

Soundproofing schools would “reduce the amount of instruction interruptions from aircraft noise in the future,” the district said in a statement.

Trinity Metro, which received [a \\$25 million federal grant](#) to expand TEXRail commuter service into the Near Southside District of Fort Worth, said it would continue to seek about \$20 million to cover a funding gap for the rail line’s 2.1-mile extension from downtown Fort Worth. The project is expected to cost up to \$167 million.

Trinity Metro, which approved [\\$3.1 million for rail expansion equipment](#) Jan. 21, “can refocus our efforts to continue addressing the remaining funding gap,” said Chad Edwards, Trinity Metro’s executive vice president of planning.

Federal funding intended to expand electric vehicle charging stations across Texas is also in jeopardy, according to [Axios Dallas](#). North Texas was slated to build [100 new public stations](#) using \$15 million in federal grant funds, according to previous Fort Worth Report coverage.

Senior education reporter Jacob Sanchez contributed reporting.

A FIGHT FOR THE FUTURE OF TRANSPORTATION PITS AN INVESTOR AGAINST NORTH TEXAS PLANNERS

Efforts to turn the region into an 'epicenter of high-speed rail' hit a speedbump

By Amber Gaudet
Jan. 31, 2025

North Texas officials are preparing for a [potential legal battle](#) over a “higher-speed” rail route planned between Dallas and Fort Worth, and it could reshape one of the region’s biggest developments.

The elevated route would cut through the southwest corner of downtown Dallas, where Hunt Realty Investments owns the more than [20-acre Reunion property](#), which includes the [Hyatt Regency Hotel and Reunion Tower](#).

It would connect a station in the Cedars to both the Eddie Bernice Johnson Union Station via a pedestrian connection on the southwest side of downtown, and to the Hyatt Regency via a sky bridge.

However, the influential real estate investor has opposed the plan in its current form, with a representative telling *The Dallas Morning News* the noise from a train could render a wide swath of hotel rooms unrentable. Meanwhile, Dallas officials have withheld their full support for the project.

The Cedars station received preliminary federal approval as part of a separate Dallas-to-Houston high-speed rail project in 2020. [That project](#) would shuttle passengers from Dallas to Houston in about 90 minutes compared to the three-and-a-half-hour car trip on Interstate 45.

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

Transportation planners say the Dallas-to-Fort Worth line would connect to the lengthier Houston route. Together, both projects would drive economic growth in the region — especially around stations in Fort Worth, Arlington and Dallas, they argue.

“This is really the missing link between Dallas and Fort Worth and why anyone would say that it’s not going to be economically beneficial to build upon what we have as a great city already in Dallas, it kind of boggles the mind,” said Peter LeCody, president of Texas Rail Advocates.

Supporters point to [large-scale commercial and residential development](#) around stations in Tokyo, home to the Japan Central Railways’ Shinkansen bullet train system. The D-FW line could also serve as a connection point for a potential national high-speed rail network.

“If we are at the epicenter of high-speed rail for the entire United States, this can take Dallas into a trajectory ... that I can’t even imagine,” Dallas City Council member Omar Narvaez, who chairs the Transportation and Infrastructure Committee, said last March.

A real estate player pushes back

The preferred “2b” route for the Dallas-to-Fort Worth line would also force the reconfiguration of the Hyatt Regency and Reunion Tower, both landmarks of Dallas’ downtown skyline.

The 2b alignment would cut so close to the Hyatt that it would make as many as one-third of the hotel's 1,120 rooms unrentable because of the sights and sounds of the train, a Hunt Realty representative told *The Dallas Morning News*.

It would force the hotel's main entrance to be relocated to where the loading dock currently sits, because of where support columns for the train would land. That means the hotel's first two floors would need reconfiguration to relocate elevators and meeting rooms.

That work would incur significant costs, Hunt officials say, calling into question whether tearing down and relocating the hotel and Reunion Tower would make more economic sense.



A rendering shows the current alignment of a Dallas-to-Fort Worth high-speed rail line ending at an elevated rail station (upper left corner) south of the new, yet-to-be-built Dallas convention center. (Screenshot)

Also in jeopardy is a planned \$5 billion development on land Hunt Realty owns around the Hyatt. That development would [include as many as 3,000 apartments](#), a 600- to 1,000-room hotel, 150,000 square feet of retail space and up to 2 million square feet of offices surrounding a 3- to 4-acre park.

The firm argues it would be an economic engine that capitalizes on Dallas' new \$3 billion convention center nearby.

Neither of the Fort Worth and Houston routes have been fully funded. Even if the Dallas-to-Fort Worth line is never completed, the looming impact of a potential route that slices through the development has a chilling effect on funding for a multi-use project, Hunt's camp argues.

Related: [Hunt Realty unveils \\$5 billion redevelopment plan for downtown Dallas' Reunion project](#)

Officials with the North Central Texas Council of Governments say the 2b alignment has the least flaws, with 42 other alignments considered and rejected since 2020. In letters from staff attorney Ken Kirkpatrick, NCTCOG staff say they've tried to make concessions to Hunt Realty's concerns.

“Throughout the environmental analysis, NCTCOG has not only looked for ways to avoid, minimize and mitigate any potential environmental and social impacts but also to enhance social and economic opportunities near the proposed alignment,” a Dec. 31 letter reads.

Staff have signaled they are preparing for a legal fight if necessary. The Regional Transportation Council on Thursday approved an initial \$250,000 in funding for outside legal fees, in the event Hunt Realty files suit against NCTCOG — a move transportation officials think could be likely based on correspondence from the firm’s attorneys.

Related: [Dallas officials are proving to be a hard sell on extending high-speed rail to Fort Worth](#)

Doubts in Dallas

The 2b route — and the Dallas-to-Fort Worth project itself — has also drawn scrutiny from Dallas officials. Several have expressed worry about the impacts to the new convention center.

They have [questioned the need for a line](#) they say wouldn’t cut much travel time compared to traversing the 30 miles between Dallas and Fort Worth by car, especially when factoring in logistical hurdles like getting to and from stations.

Last June, the [Dallas City Council passed a resolution](#) withholding support for the rail line until they receive results of an economic impact study, which is currently underway.

Hunt Realty hasn’t commented publicly on NCTCOG’s recent actions, or directly threatened litigation. But outside counsel would help NCTCOG’s two staff attorneys focus on day-to-day business, while third-party attorneys contend with the flurry of letters from Hunt attorneys.

“Pointing back to the October letter demanding that we preserve and not destroy documents related to this particular topic — in reality, that’s a precursor to litigation,” NCTCOG general counsel Ken Kirkpatrick told the Regional Transportation Council.

“They’re sending a signal when you get done with the EA [environmental assessment], whatever the final decision is if we don’t like it, we’re going to litigation.”

NCTCOG could spend as much as \$1 million if a suit is filed, according to the council.

KERA

AS DART FUNDING DEBATE CONTINUES, LEGISLATION LOOMS OVER THE AGENCY

By Pablo Arauz Pena

Jan. 30, 2025



DART and several of its member cities have been in a debate for months over its services and funding model. Now, at least one city is threatening to file legislation at the state level.

Connor Hulla is a regular DART rider and president of the Dallas Area Transit Alliance, a group that formed with the sole aim of saving the agency from budget cuts.

"We don't want people's commutes to be made worse," Hulla told KERA. "So we're trying to protect the agency from these cuts."

But several of DART's member cities [want to cut their contributions](#) – and they might look to the state to do that.

A couple of months ago, Hulla's group posted documents online it obtained in an open records request, including draft legislation calling for a reduction in DART's funding by 25 percent.

"Because DART is not going to cut their own funding, they want to go to the state and have the state change the law that governs DART," Hulla said.

The debate with Plano

The group [posted the draft bill on the DART Reddit page](#), where dozens of community advocates and riders discuss public transit in North Texas.

It's unclear who wrote the bill, but Hulla said the push to cut DART's funding is primarily coming from Plano.

In a [December letter](#), Plano Mayor John Muns requested the agency return a quarter of the city's contributions from 2024 and 2025 – totaled at \$55 million dollars – or the city would pursue legislation at the state level to [amend a section of Texas' transportation code](#) related to how DART operates. He also requested city-wide GoLink ride service and more "a-la-carte options for service" in the city.

KERA reached out to several representatives for Plano in the state Legislature including Reps. Jeff Leach, Candy Noble, Matt Shaheen and Sen. Angela Paxton, but most didn't respond.

Democratic state Rep. Mihaela Plesa said she supports DART and she's heard from constituents about the issue, but she doesn't plan to file any legislation about the agency.

"We are always open to working with those willing to work with us on advancing and advocating for legislation that helps Texans travel across North Texas with more ease and safety," Plesa said.

Meanwhile, DART leaders are in talks with member cities to avoid the budget fight from going to the Legislature. The agency gets most of its funding from the 13 cities it serves. For every city sales tax dollar, DART gets one cent. That adds up to millions of dollars.

"The service area cities see that as their sales tax," said Jamie Adelman, chief financial officer for DART. "DART sees that much differently. It's ours."

Adelman said those cities are feeling a pinch in their budgets from changes in property tax laws a few years back.

"Because of that, they're looking for new and additional revenue sources to support economic development and just overall city services," Adelman said.

In a meeting Tuesday, directors voted to require a two-thirds majority to add or remove services in a member city.

Director Randall Bryant, who represents Dallas on the board, said the unanimous vote was an effort to show cities that DART is willing to work with them.

Not all board members are on the same page about what to do about Plano's requests.

Director Mark Enoch said in a committee meeting Tuesday that board members M. Nathan Barbera and Paul Wageman had been talking to cities about filing legislation.

"[We had] an 11 to 1 vote to protect the penny and then you guys go to Plano and you suggest otherwise," Enoch told directors, referring to [DART's legislative agenda](#).

Wageman shot back, saying Plano's concerns go back several years.

"My city has no confidence DART will address their concerns," Wageman said, "and they're well placed."

Regional leaders respond

Not all cities are trying to cut DART's funding. Leaders in Garland, Richardson and Dallas — which carries the most representation on DART's board — have all expressed their support for the agency.

"We're going to stand on the business for the people who need us the most," Dallas City Council member Carolyn King Arnold said during a council meeting last fall. "We're going to stand for the working poor who contribute to the growth and development of the city of Dallas."

Dallas leaders also pledged voted to [include support for DART's current funding](#) in the city's legislative agenda.

The issue has also caught the attention of regional leaders.

Transportation director Michael Morris said if DART doesn't update its services to please member cities, the consequences will have a ripple effect in North Texas.

"If we can't develop a more comprehensive, more direct and indirect way to deliver very, really cool transit, we're going to fail this region," Morris said.

The Regional Transportation Council gave DART and member cities a February deadline [to resolve the funding debate](#) or else it would pull its support for DART in its legislative agenda.

"I am pleading with you," Morris said. "Solve this problem within your own house."

OPINION: DART BOARD BREAKDOWN INVITES AUSTIN TO TAKE A HEAVY HAND

Local solution to public transit is vanishing hope

By Dallas Morning News Editorial
Jan. 31, 2025

Here's one thing that has gradually come into focus through the haze of a monthslong debate about the quality and level of service [Dallas Area Rapid Transit](#) provides: The way DART provides service and the design of its network may not work for the future of transportation. The DART Board of Directors has to look at solutions to navigate a post-pandemic world.

Getting that right will take a much deeper level of collaboration between DART and its member cities than we've been seeing. Just as important, it will require far [greater collegiality among board members](#).

The ultimate goal should be to preserve DART's funding structure while providing service that reflects each city's investment and serves their needs while protecting the regional spirit of the system.

Whether we can get to that level of collaboration is unclear, given that DART's future seems ever more likely to fall into the hands of the Legislature.

That's not good. We would far rather have [solved these problems locally](#). Recent discussions about [member cities' concerns](#) that they aren't getting service equal to their costs has yielded some creative ideas. But it seems not everyone found them satisfactory, and it looks like it's all but certain that the venue for this debate will shift to Austin.

At a Monday meeting of the Plano City Council, M. Nathan Barbera, who represents Plano and Farmers Branch on the DART Board, said that as far as working with Austin on the issue goes, "we need to continue that course."

That comment was among those that sparked a breakdown of decorum at a DART board Committee of the Whole meeting the following day. A few board members got into heated exchanges featuring no shortage of raised voices talking over one another.

It seems clear that the DART board's inability to find consensus and demonstrate civility is breaking down any hope of a local solution. Yet [even as legislation looms](#), DART should keep thinking about the future and pushing for local resolution.

Michael Morris, director of [transportation](#) for the North Central Texas Council of Governments, briefed the DART board earlier this month on how transit needs are changing across the region. He outlined a few intriguing ideas about how to bring the agency forward.

For one, he said post-pandemic transportation patterns are different. One way of addressing that is to move toward more microtransit options like DART's GoLink, he said.

Morris explained that microtransit can allow DART to collect data and reestablish a baseline about where customers are and how they travel. Over time, that data can inform decisions about where fixed route service should be, he said.

That's one example of a creative approach. It can help DART think about how its network can be better designed.

But there's no path forward for DART if the agency's directors can't find pathways to consensus and compromise. The future of public transit in our growing region hinges on it.

HUNT REALTY CEO PROVIDES CLARITY ON BULLET TRAIN LEGAL SITUATION, \$5B DEVELOPMENT

By Plamedie Ifasso

Jan. 31, 2025



Hunt Realty Investments is still eyeing development on 20 acres next to Reunion Tower.

As routes are studied for a potential high-speed train between Dallas and Fort Worth, additional light has been shed on the behind-the-scenes maneuvering related to the massive project.

Hunt Realty Investments Inc. CEO Chris Kleinert told Dallas Business Journal on Jan. 30 that the powerful real estate firm isn't preparing legal action against the North Central Texas Council of Governments, which has been leading planning efforts for the bullet train.

"There is no lawsuit," Kleinert said. "We're not suing anybody."

The Regional Transportation Council recently [approved providing \\$1 million](#) to NCTCOG to prepare for possible legal action from Dallas-based Hunt.

The transportation agency requested the funding after receiving several letters from attorneys for Hunt since October.

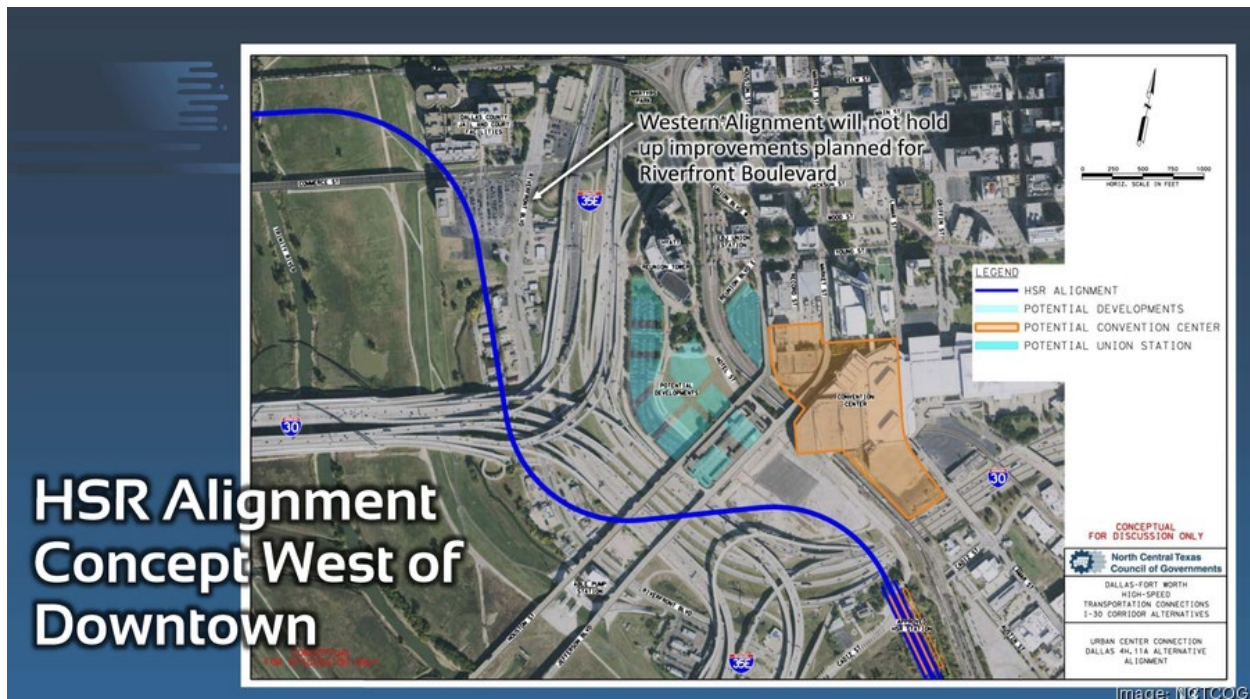
Additionally, Kleinert reiterated to DBJ that the firm still has its eye on developing land it owns next to Reunion Tower and the Hyatt Regency Hotel. It has proposed a mix of residential, retail and hotel construction across multiple towers — a [potential \\$5 billion project](#).

"We are eagerly awaiting the design of the convention center, which will be just a huge, massive boost for downtown," Kleinert said. "When that's firmed up, we'll then have a better sense of how we optimize, if you will, our 20 acres."

Hunt leaders previously raised concerns that one of the proposed routes for the train would impede its redevelopment plans near the Hyatt and Reunion Tower, calling the proposed elevated route "an ugly scar that [would tear apart neighborhoods](#)."

Eric Gambrell, a partner at Akin Gump Strauss Hauer & Feld LLP who represents Hunt, argued in an Oct. 21 letter to NCTCOG that the elevated train line would hurt economic activity spurred by the expansion of the Kay Bailey Hutchison Convention Center.

NCTCOG is also [studying an alternative route](#) that would run west of downtown Dallas, between the Trinity River and South Riverfront Boulevard, then cut across Houston Street and I-35E to reach a station in the Cedars.



An alternate Dallas route for a proposed high-speed train to Fort Worth would not cut through downtown, as was seen in previous plans, but instead swing west before cutting across Houston Street and I-35E to the Cedars.

The RTC approved NCTCOG's \$1 million request at its Jan. 23 meeting and separated the funding into increments of \$250,000, with the first increment being immediately released. With only two staff members on its legal team, the NCTCOG said external legal resources were needed to help respond to Hunt's attorneys.

Planning for the proposed high-speed rail project between Dallas and Fort Worth, with a stop in Arlington, has been several years in the making. Backers of the project say it will help ease highway congestion while critics worry it's an expensive bet on trains at the expense of other transportation investments.

Transportation planners aim to [clear the environmental assessment](#), and complete 30% of the design phase, by this summer.

NBC DFW

POLICE REPORT ZERO DEATHS AFTER SPEEDING CRACKDOWN ON LOOP 12

Enforcement efforts and lower speed limits are credited with reducing fatal crashes on one of Dallas' most dangerous roadways

By Scott Friedman, Eva Parks and Edward Ayala
Jan. 31, 2025

After **NBC 5 Investigates** exposed the extreme dangers drivers and pedestrians face on Loop 12 in southern Dallas, police launched a major crackdown on speeding.

Now, months into that effort, officers believe it is saving lives.

"There was a history there, and it was a history that we didn't like, and it needed to be changed," interim Dallas Police Chief Michael Igo said in an interview with **NBC 5 Investigates**.

Igo said the department's traffic unit has issued more than 800 tickets and warnings since the start of December on the Ledbetter and Great Trinity Forest sections of Loop 12.

Get top local stories in DFW delivered to you every morning with NBC DFW's News Headlines newsletter.

Since October, data the department provided to NBC 5 shows more than 1,200 tickets and warnings have been handed out on those stretches of the loop.

October is when the Texas Department of Transportation and the city of Dallas lowered the speed limit to 40 mph on portions of Loop 12. That decision came after an NBC 5 investigation revealed that at least 105 people had died and more than 470 were seriously injured on Loop 12 in just five years.

TxDOT data reviewed by **NBC 5 Investigates** shows the loop has become the deadliest roadway in the city, with many fatal crashes involving speed. In 2024 alone, there were at least 24 fatal crashes on the Dallas portion of Loop 12, according to the data.

Since police ramped up enforcement of the lower speed limit in December, they have reported zero deaths on southern Loop 12, where they have focused their efforts.

"It's very encouraging. Obviously, one fatality is too many on our roadways. So, to partner with these other groups, to have a committed group working together, it's very encouraging," Igo said.

Igo credits not just his officers but also city and state officials who have worked together in recent months to develop a plan to implement dozens of new safety measures on the loop.

State Sen. Royce West has organized town hall meetings with TxDOT, the city of Dallas transportation planners, and the North Central Texas Council of Governments. They are now installing better street lighting, new traffic signals, and eventually new pedestrian crossings to improve safety.

"It takes a team effort. And so, with that, we're very happy with the progress we've seen so far," Igo said.

On Thursday, Dallas police traffic unit officers were out again on Loop 12 near Glendale Park, both on motorcycles and on foot along the side of the road, clocking speeds, signaling to drivers to pull over, and issuing citations.

To guide its enforcement efforts, the department is now using new GPS-based software to pinpoint exactly when and where speeding is happening most on Loop 12. Officers can then be assigned to the worst locations at the worst times.

Igo said the department is working to reduce speeds on other roadways as well and hopes to eventually increase the size of its traffic unit. With help from the North Central Texas Council of Governments, the department is exploring the possibility of obtaining federal funds to hire more officers dedicated to traffic enforcement and reducing roadway deaths.

On Loop 12, the chief says he is aiming for zero deaths—not just for months, but for the long-term future.

WYTEC WINS MULTI-STATE GOVERNMENT CONTRACT FOR AI GUNSHOT DETECTION

By Staff

Jan. 31, 2025

Wytec International (“Wytec”), **OTCQB:WYTC**, announces it has been awarded a multi-state government Master Services Agreement (MSA) in response to a Request for Proposal (RFP) issued by the **TXShare Cooperative Purchasing Program** and directed by the **North Central Texas Council of Governments**. The MSA Contract employs Wytec’s AI gunshot detection smart sensors, Private LTE and in-building cellular technology to be available to more than 170 US Cities, 50 Counties and over 40 Special Districts including Transit Authorities, Water Utility Boards, Bridge and Highway Authorities, Police Departments, School Districts, Hospitals and many more.

Wytec has amassed a team of industry experts with Defense industry experience. The advanced solutions are supported by global patents and patent pending solutions related to smart sensors, wireless connectivity and cloud management. Under real-life environments, Wytec’s embedded AI/ML algorithms have undergone more than 750,000 lab tests resulting in a 94% true positive & 95% true negative accuracy representing one of the most accurate gunshot detection systems in the world. Wytec has initiated discussions with chipset manufacturers, seeking to integrate Wytec’s technology into smart modules providing robust features and connectivity to the world’s commercial telecom operators.

Wytec has contracted two partners to assist in completing its smart sensor solutions: **Trabus Technologies** (TRABUS) and **Lemko Corporation**. Trabus Technologies, a minority-owned, Service-Disabled Veteran-Owned Small Business (SDVOSB), headquartered in San Diego, California, specializes in the development of complex solutions involving wireless technologies that include AI/ML & Data sciences, Cybersecurity, Maritime Transportation, and Environmental Informatics. The company has developed an embedded AI/ML software solution for threat detection capabilities within Wytec’s smart sensor ecosystem. Wytec’s second partner, **Lemko Corporation**, headquartered in Schaumburg, Illinois, deploys commercial networks worldwide using 4G and 5G wireless technologies. Lemko has launched Private LTE systems in support of US government spectrum known as the Citizens Broadband Radio Service (CBRS). Lemko has been issued more than 50 US and international patents with 28 patents in Mobile Edge Computing. and 2 patents in autonomous driving. Wytec utilizes Lemko’s reliable mobile edge network as the secure wireless backbone to its gunshot detection and drug sensing smart systems.

Wytec is offering a “**no cost**” Proof of Concept (POC) demonstration of its AI smart sensor gunshot detection technology to a limited number of TXShare members soon to be displayed on the TXShare website. Wytec is a publicly traded Company currently quoted on **OTCQB** under the symbol **WYTC** with plans to “uplist” to the Nasdaq Capital Markets.

To learn more about Wytec and its current and future AI Technology development, call 888-284-4531 and request to be included in our future communiques and webinars.

About Wytec

[Wytec International, Inc.](http://www.wytecintl.com) is a San Antonio, Texas based telecommunications company that owns two patents related to the deployment of 5G “secured” private networks and has recently filed two patents supporting multiple sensor technologies including gunshot detection and drug sensor technology in support of its recent RFP applications with TXShare. Wytec designs and deploys wireless networks and public safety solutions with emphasis on municipalities and school districts and was named a Best Tech Startup in San Antonio four times due to its revenue potential, Leadership team, brand/product traction, and competitive landscape. To learn more about Wytec, visit www.wytecintl.com or follow us on LinkedIn at www.linkedin.com/company/wytec-international.

About Trabus Technologies

Trabus Technologies was named Innovator of the Year by Northern Virginia Chamber of Commerce for the development of a ground-breaking wireless innovation called Spectrally Efficient Peer-to-Peer “SEPP” technology allows for simultaneous wireless conversations on the same frequency without the need for cell towers or infrastructure. TRABUS is currently contracted with the DoD, implementing its wireless capability with branches of the armed services. TRABUS also brings expertise in AI/ML, providing predictive solutions to multiple use cases including maritime transportation, environmental analysis, as well as maintenance and repair of US Navy platforms.

About Lemko

Lemko Corporation’s Distributed Mobile Architecture (DMA) provides the world’s leading fully edge capable mobile network platform. Lemko’s mission is to provide simple and resilient 4G/5G wireless networks for use in Industrial AI/IoT applications, private 4G/5G networks, rural and remote broadband systems, and mission critical tactical applications. Using Lemko’s DMA architecture, Lemko’s systems are more reliable, resilient and portable than conventional 4G/5G systems available in the industry. Lemko is based in Schaumburg, Illinois.



North Central Texas Council of Governments

January 6, 2025

The Honorable Pete Buttigieg
 Secretary of Transportation
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, D.C. 20590

Dear Secretary Buttigieg:

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), together as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, appreciate the opportunity to comment on **Docket No. FHWA-2023-0036**, Notice of Availability of Interim Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidance. As the Dallas-Fort Worth MPO, we work closely with federal, state, and regional partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use.

CMAQ Program Administration

Under Section A, *Federal Agency Responsibilities and Coordination*, NCTCOG would like a definition of what is considered “timely” when it comes to receiving eligibility reviews from the Federal Highway Administration (FHWA).

Eligible Programs and Project Types

The CMAQ Program Interim Guidance as Revised by the Infrastructure Investment and Jobs Act lists eligible programs and project types, beginning on page 20, under *Section C. Eligible Programs and Project Types*.

Related to Subsection 1. *Vehicle/Fuel Technology, a. Alternative Fuel Projects*, Build America Buy America continues to pose issues that make many vehicles largely ineligible in practice. NCTCOG encourages FHWA to provide a reasonable waiver pathway, applied consistently across the entire country for all project types, including alternative fuel vehicles, hybrid vehicles, and zero emission vehicles, similar to the work done to provide a pathway for EV charging stations.

Under *b. Electric and Natural Gas Vehicles and Infrastructure*, the guidance calls out only electric and natural gas vehicles and infrastructure. The references to vehicles here seem redundant and potentially conflicting with the explanation in “part a”, which describes vehicles more broadly. The infrastructure eligibility should be expanded to encompass every fuel type within the scope of the FHWA Alternative Fuel Corridor Program.

Under Subsection 3, *Traffic Flow Improvements, d. High-Occupancy Vehicle and Managed Lanes*, it is unclear whether construction of managed lanes that accommodate single occupancy vehicles is an eligible CMAQ project. NCTCOG would like further clarification on what types of managed lanes are and are not eligible for CMAQ funding.

January 6, 2025

Under Subsection 5, Travel Demand Management, *d. Bicycle and Pedestrian Facilities and Programs, Pedestrian Facility*, NCTCOG requests clarification on the eligibility of widening sidewalks. It is understood that replacing and reconstructing sidewalks to their existing width is not eligible as it is a maintenance activity. We request that FHWA clarify whether widening sidewalks (e.g., widening from four feet to six feet to enable better/additional use) is eligible if the emission benefit from increased usage could be quantified, as this is not returning the sidewalk "to its original condition".

Transit Operating Assistance

Beginning on page 38, under *D. Eligible Costs, Subsection 2. Operating Assistance, b. Operating Assistance with No Time Limitations*, NCTCOG believes this is a good addition overall, as everyone is still eligible for operating assistance, but now more time is being given to rural/small providers to utilize funds for eligible services. NCTCOG recommends including small providers in the large urbanized areas, as they tend to go between various urban/rural areas and are usually in most need of operating funding. The Federal Transit Administration (FTA) provides a similar allowance under the FTA Section 5307 program with a special rule for agencies that operate 100 vehicles or fewer in peak service hours.

Again, thank you for the opportunity to comment. The RTC and NCTCOG look forward to continuing to work with USDOT and FHWA. If you have any questions, please contact me at (817) 695-9248 or email at dkessler@nctcog.org.

Sincerely,



Dan Kessler
Assistant Director of Transportation
North Central Texas Council of Governments

RG:kw



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

January 17, 2025

The Honorable Jake Ellzey
U.S. House of Representatives
1721 Longworth House Office Building
Washington, DC 20515

Dear Congressman Ellzey:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States Congress. I received a copy of your letter to Administrator Bose dated December 17, 2024 (attached), regarding NCTCOG's Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program application.

This application on the existing Trinity Railway Express Corridor moves freight with in-region passenger rail and intercity at-grade Amtrak operations. Service is limited due to several miles of single-track rail. Double-tracking between Dallas and Fort Worth has been planned for decades and would allow for continued and enhanced shared-use operations for these competing modes.

Please let me know if you would like to schedule a meeting to discuss the project further. For questions and to schedule a meeting, please contact me at (817) 695-9241 or mmorris@nctcog.org.

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
North Central Texas Council of Governments

RG:kw
Attachment

cc: The Honorable Amit Bose or Administrator, Federal Railroad Administration

JAKE ELLZEY
6th DISTRICT, TEXAS

X @REP_ELLZEY
f @REPJAKEELLZEY
ELLZEY.HOUSE.GOV



COMMITTEE ON APPROPRIATIONS
COMMITTEE ON SMALL BUSINESS

Congress of the United States
House of Representatives
Washington, DC 20515

December 17, 2024

Administrator Amit Bose
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Fiscal Year 2024 Federal Railroad Administration Federal-State Partnership for Intercity Passenger Rail Grant Program Application

Dear Administrator Bose:

I am writing to strongly oppose the North Central Texas Council of Governments' (NCTCOG) Federal-State Partnership for Intercity Passenger Rail Grant Program application for the Trinity Railway Express (TRE) Corridor Double Tracking Project. The key issue is that the TRE line ends at Union Station in Dallas, an Amtrak station intended to be the starting point for a proposed Dallas to Houston high speed rail boondoggle. The FRA directing taxpayer funds that are in any way connected to the Dallas to Houston high speed rail project would be foolish and counterproductive to Texas' transportation needs.

The project was originally proposed by Texas Central Railroad (TCR). Texas Central is a shell company with no officers or directors, led by consultants with no experience in developing or operating a railroad. In addition, Texas Central, which is financed by the Japanese government and private investors, has been referred to the U.S. Department of Justice for multiple violations the Foreign Agents Registration Act (FARA). Inexplicably, AMTRAK has sought to take over this project by partnering with Texas Central in spite of the fact that it is a murky web of entities with no clear director or leadership.

When the proposed project was announced over a decade ago, Texas Central boasted it would be wholly privately funded. However, subsequent public statements have emphatically stated taxpayers' money is now required to make this project possible. Additionally, Texas Central has not even submitted a federal construction permit application to the Surface Transportation Board, which requested it over four years ago, nor has Amtrak secured any property on which to build it.

This wasteful project is not supported by Texans, and the Texas State Legislature has repeatedly voted to prohibit the use of any state taxpayer dollars to support or advance this project.

I oppose this application and will continue to oppose any taxpayer money funding any project connected to the Dallas to Houston high speed rail project.

Sincerely,

Jake Ellzey
Member of Congress



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

January 17, 2025

Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to support the City of Fort Worth's application to the FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program. The City of Fort Worth is seeking funding to conduct corridor feasibility planning, preliminary engineering and environmental assessment for the approximately 8-mile **Altamesa Boulevard corridor** from I-35 to US 287 in Tarrant County.

This study will enable the City to comprehensively evaluate alternatives for the Altamesa Boulevard corridor, which is critical for improving arterial connectivity in southeast Tarrant County. This underserved area urgently needs a reliable and efficient arterial connection, not only to address local transportation gaps but also to provide an alternate route to I-20. This project will also advance sustainable infrastructure and promote equity by enhancing mobility and accessibility for communities that have historically faced transportation challenges.

The City of Fort Worth's project is consistent with the policies and plans of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Fort Worth's RAISE grant application for the Altamesa Boulevard Extension Project. If you have any questions regarding this project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive style with a prominent "C" and "J".

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

January 17, 2025

Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to support the North Central Texas Council of Governments' (NCTCOG) Fiscal Year 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the **Downtown Ennis Underpass Project**.

The project consists of grade separations of the Union Pacific Railroad and Main Street as they cross Business 287/Ennis Avenue in the city of Ennis, Texas. The current rail line and crossing go through the central area of downtown Ennis, causing delays and dividing the community. Ennis Avenue, which faces heavy vehicle and pedestrian traffic daily, is currently difficult to navigate for all in the area. A grade separation of the crossing will eliminate traffic congestion and emissions from vehicle idling, while increasing roadway and pedestrian mobility. The grade separation of Main Street will provide further improvements to mobility in the area.

In addition to these grade separations, the project will include 1) signature signage on the Main Street bridge, 2) roadway improvements that will make the downtown experience focus on people instead of vehicles, and 3) wider access to safe commutes for residents living in adjacent communities.

Finally, the project will also provide wider access to safe commutes for residents living in adjacent communities and the grade separations will be the center piece of a revitalized downtown. This project meets the goals of the RAISE program of safety, equity, climate and sustainability, workforce development, and job quality by creating a more dynamic walkable and accessible downtown area.

The Downtown Ennis Underpass Project is consistent with the policies and programs of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Secretary of Transportation
Page Two

January 17, 2025

Again, the RTC supports the NCTCOG 2025 RAISE grant application for the Downtown Ennis Underpass Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

January 17, 2025

Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Fort Worth, Texas; Heritage Trace Parkway Bridge over BNSF Railroad

Dear Secretary:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to support the City of Fort Worth's 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the **Heritage Trace Parkway Bridge over BNSF Railroad project**. This project proposes the construction of a new grade-separated crossing over the BNSF railroad on Heritage Trace Parkway.

The project would eliminate the need for an eventual at-grade crossing at this location and divert traffic away from two existing at-grade crossings at West Bonds Ranch Road (DOT No. 020543V) and East Bailey Boswell Road (DOT No. 020542N). This is especially important in an area with significant oil and gas production, which generates a high volume of tanker trailers. This project will enhance freight movement to regional intermodal facilities and alleviate congestion on state and federal systems by rerouting local traffic. Additionally, the project will provide a safe, multimodal connection, including a shared-use path in north Fort Worth, addressing barriers to emergency services, educational opportunities, and overall community connectivity.

The City of Fort Worth's project is consistent with the policies and plans of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

The broad coalition of support from both public and private entities illustrates the regional commitment to improving safety, mobility and connectivity. If you have any questions regarding this project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive, flowing style.

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

January 30, 2025

Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support NCTCOG's Fiscal Year 2025 (FY25) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program application for the **State Highway (SH) 183/SH 356/Belt Line Road Interchange Reconstruction Project**.

This project is located within the City of Irving in Dallas County, Texas and will reconstruct one of the last remaining SH 183 interchanges still in its early 1970's capacity and configuration when the freeway was first established to connect the soon-to-be-opened DFW International Airport with its two focus cities. With design and operational characteristics more akin to rural locations, the interchange became heavily congested and functionally obsolete when the surrounding area became one of Irving's primary commercial centers. In more recent years, the interchange's large size, lack of bicycle/pedestrian accommodations, and other inefficiencies make it seem more like a barrier against multimodal connectivity, safety, and economic vitality.

The new SH 183/SH 356/Belt Line Road Interchange will have a more traditional urban layout, context-sensitive design, and accessibility features such as Texas U-turns and continuous one-way frontage road movements in both directions where gaps had previously existed. The project will deliver the interchange in its ultimate scope and configuration, permitting new flyover ramps to streamline SH 356 connections to/from the west and wishbone ramps for direct SH 183 TEXpress Lanes access to/from the east.

The interchange's reduced geographic footprint will permit acquisition of significant surplus rights-of-way developable for multiple public and/or private purposes, including preservation for open space amenities, extra detention areas for drainage, new transit or park-and-ride centers, and/or other complementary land use varieties. A depressed four-lane bypass for Belt Line Road will allow local/regional traffic to circumvent SH 183 frontage road intersections and gain improved north-south connectivity to origins/destinations well outside of the freeway corridor. Finally, parallel and buffer-separated side paths will be installed on both sides of Belt Line Road and along both frontage roads, as well as extensive safety countermeasures at rebuilt intersections, to facilitate enhanced bicycle/pedestrian travel in all directions.

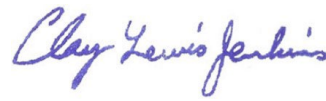
This project's comprehensive multimodal enhancements to safety, mobility, and connectivity will directly benefit travel reliability, economic development, quality of life, asset management, and sustainability throughout Irving and along the SH 183 corridor. Improvements were recommended through an extensive multi-year public/agency outreach process and inclusive environmental analysis conducted by the Texas Department of Transportation (TxDOT), and

January 30, 2025

they were incorporated through consistency with collective goals across multiple local, regional, and State planning and programming documents, including NCTCOG's Mobility 2045: The Metropolitan Transportation Plan (MTP) for North Central Texas – 2022 Update. If the project is selected to receive funds, the RTC will support its inclusion in the 2025-2028 Transportation Improvement Program (TIP) for North Central Texas.

Again, the RTC greatly supports the accelerated delivery of the **SH 183/SH 356/Belt Line Road Interchange Reconstruction Project** via the FY25 RAISE Grant application submitted by NCTCOG. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

JN:cc

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



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

January 24, 2025

Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary:

On behalf of the Regional Transportation Council and the North Central Texas Council of Governments (NCTCOG), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the United States Department of Transportation Fiscal Year (FY) 2025 Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application submitted by NCTCOG; the ***State Highway 183 and Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE) project.***

This project is located within the City of Westworth Village in Tarrant County, Texas and will significantly improve access to the front gate of Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth. It replaces an aging and unsafe pair of intersections at State Highway (SH) 183 and Pumphrey Drive and SH 183 and Roaring Springs with a new and safer multimodal intersection at SH 183 and Pumphrey Drive. SH 183 will receive operational improvements and new sidewalks, and a 10-foot-wide shared-use path will be added where no pedestrian or bicycle facilities currently exist. This project will also complete a gap in the regional bike trails with a new grade-separated crossing of SH 183 near Pumphrey Drive connecting to the Airfield Falls Conservation Park, home to the largest natural waterfall in Tarrant County. Finally, the project will open more land to development due to an updated and streamlined intersection design.

Currently, SH 183 corridor does not accommodate existing and future traffic volumes and does not meet TxDOT design standards. This project will incorporate enhanced mobility, safety, and operational efficiency and use TxDOT design standards to accommodate multiple modes of transportation along the corridor.

I thank you for your full and fair consideration of the FY 25 RAISE discretionary grant application submitted by NCTCOG for the ***State Highway 183 and Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE) project.***

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive, flowing style.

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

SM:bw



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcog.org

NCTCOG TO HOST HYBRID PUBLIC MEETING JAN. 13

Public comments on transportation, air quality topics will be accepted through Feb. 11

Jan. 8, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments is looking for input on transportation initiatives during a public meeting at noon on Monday, Jan. 13. This meeting will be held at NCTCOG headquarters, located at 616 Six Flags Drive, in Arlington. Those who are unable to attend in person will be able to watch the meeting online at Publicinput.com/nctcogJan25. Residents are also encouraged to call 855-925-2801 and enter code 7533 to join the conversation. Public comments will be accepted until Feb.11.

The first presentation will focus on the Work Zone Data Exchange Call for Projects. This initiative aims to improve how work zone data is shared in real time across the region. In 2022, NCTCOG selected five vendors to help convert work zone data into a standardized format and create a system for reporting this data.

In June 2023, the Regional Transportation Council (RTC) provided funding to move the project forward. Local agencies submitted their project proposals for funding in November 2024, and NCTCOG will present a summary of the projects being recommended for implementation.

Staff will also discuss multiple electric vehicle (EV) charging station deployment projects that are bringing nearly \$90 million to the region. NCTCOG is asking for feedback from residents, public agencies and private organizations on the best way to use this funding, and members of the public can share their thoughts at PublicInput.com/nctcogevcharging.

Additionally, NCTCOG works with regional partners to create strategies that improve air quality. Staff will highlight local projects that have received grants to reduce emissions in the Dallas-Fort Worth area and will share information about current funding opportunities for fleets looking to buy cleaner vehicles and equipment.

Administrative revisions to the Mobility 2045 – 2022 Update, air quality funding opportunities and information about the Try Parking It program and Access North Texas plan will also be posted online for review.

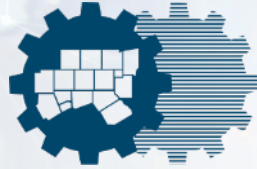
Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, visit ArlingtonTX.gov/ondemand.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@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 in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



North Central Texas Council of Governments

Work Zone Data Exchange (WZDx) 2024 CALL FOR PROJECTS

Regional Transportation Council

02.13.2025

Work Zone Data Exchange Call For Projects Overview

- Purpose is to get information about work zones in a common format that can be shared between entities.
- March 2022 NCTCOG Issued Procurement Through TXShare
 - Three categories of services
 - Convert raw work zone data into WZDx format
 - Establish WZDx-compliant reporting system
 - General WZDx services
 - Five vendors under contract
 - Blynco
 - iCone,
 - Mixon Hill
 - Navjoy
 - One.Network

Who is TXShare?

- A direct outcome of municipal governments partnering together to identify common needs for public entities across and **beyond** the State of Texas.
- Local governments and non-profit entities across all 50 states are eligible to participate in the TXShare program at nocost to them.
- Each TXShare contract was procured under strict Uniform Guidance (2 CFR 200).
- Each contract was competitively sourced in a sealed-proposal method independently evaluated by subject matter experts.



WZDx Call for Projects

- RTC Approved Funding

- \$2.5 Million Available (FY 2025)

Funding Split:

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

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

Local Match – Transportation Development Credits
(TDCs)

- Funding Agreement and Notice to Proceed Expected in Q1 2025
- Call for Projects opened in September 2024



WZDx Project Eligibility and Requirements

- **Eligible Entities**

Public Sector Partner Agencies within the NCTCOG 12-County Actively Involved in Work Zone Management

- **Eligible Activities**

TXShares Vendors

City-Wide Implementation or Corridor-Level Projects

- **Ineligible Activities/Purchases**

Personnel and Staffing Charges

Activities Already Completed or In-Progress

- **Program Requirements**

Must meet Federal WZDx Specifications (4.x Compliant)

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

Must attend Call for Projects Vendor Workshop (Hybrid)



Approved Scoring/Evaluation Criteria

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



Applications

- Call for Projects closed in November 2024
- Seven submissions received
- One application each was received from the following agencies:
 - City of Arlington
 - City of Denton
 - City of Duncanville
 - City of Frisco
 - City of Garland
 - City of Lewisville
 - City of McKinney



Projects Recommended for Funding

Implementing Agency	Sub-region	Title	Vendor	Project Cost	Allocation
Duncanville	Eastern	WZDx Project	NavJoy	\$219,240	
Denton	Eastern	WZDx Project	NavJoy	\$299,800	
McKinney	Eastern	WZDx Automation & Sharing Project	Mixon Hill	\$571,869	
Lewisville	Eastern	WZDx Project	Blynco	\$136,935	
Garland	Eastern	WZDx Automation & Sharing Project	Mixon Hill	\$339,960	
Frisco	Eastern	WZDX Implementation	One.Network	\$480,000	
			Eastern Sub-region Total	\$2,047,804	\$1,725,000
Arlington	Western	WZDx Implementation	One.Network	\$380,000	
			Western Sub-region Total	\$380,000	\$775,000



Proposed Staff Recommendations

All seven projects move forward for implementation

- Total of \$2,428,000 requested

Funding adjustments

- Reflect a \$323K adjustment from the Western Subregion to the Eastern Subregion in the next regional East-West Equity tracking table
- Remaining \$72k will be returned to the funding pool or used for future western subregion projects



Project Schedule

Date	Action
August 23, 2024	STTC (Action) – Request Approval of Call for Projects Criteria
September 12, 2024	RTC (Action) – Request Approval of Call for Projects Criteria
September 16, 2024	Open Call for Projects (60 days)
September 17, 2024	Call for Projects Vendor Workshop (Hybrid @10am)
November 15, 2024	Close Call for Projects
Nov. 18, 2024 – Jan. 3, 2025	Evaluate Submitted Proposals
January 24, 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 13, 2025	RTC (Action) – Approval of Selected Projects
Spring/Summer 2025	Executive Board Approval and NCTCOG Agreements with Implementing Agency
Summer 2025	Agencies Begin Implementation



Work Zone Data Exchange Call for Projects

Action Requested –Regional Transportation Council (RTC) approval of:

- The project recommendations for the Work Zone Data Exchange Call for Projects and East/West funding split adjustments.
- Administratively amending the Transportation Improvement Program (TIP) and Statewide STIP, as well as other planning and administrative documents to incorporate these projects/adjustments as needed.



CONTACT/QUESTIONS



Vickie Morris

Project Engineer

vmorris@nctcog.org | (817) 695-9136



Natalie Bettger

Senior Program Manager

nbettger@nctcog.org | (817) 695-9280



Implementing Agency	Sub-Region	Title	Eligibility Requirements			Scoring Criteria (Cumulative Points)				Total Score (of 100)	Project Cost
			Attended Roundtable	WZDx Specification 4.x Compliant Feed	511DFW Data Feed	Description of proposed project and project benefits (25%)	How this project will improve current work zone data and reporting processes (25%)	Schedule and estimated timeframes (25%)	Processes in place to ensure WZDx data is accurate (25%)		
Duncanville	Eastern	Work Zone Data Exchange Project	Y	Y	API	24	25	25	24	98	\$219,240.00
Denton	Eastern	Work Zone Data Exchange Project	Y	Y	API	24	25	25	24	98	\$299,800.00
McKinney	Eastern	Work Zone Data Automation and Sharing Project	Y	Y	API	22	24	23	22	91	\$571,869.00
Lewisville	Eastern	Work Zone Data Exchange Project	Y	Y	URL to consolidate and consume the feed	23	23	21	23	90	\$136,935.00
Garland	Eastern	Work Zone Data Automation and Sharing Project	Y	Y	API	22	23	23	22	90	\$339,960.00
Frisco	Eastern	WZDX Implementation	Y	Y	API	21	21	22	21	85	\$480,000.00
Eastern Sub-region Total											\$2,047,804.00
Arlington	Western	WZDX Implementation	Y	Y	Public facing dashboard / possible API	20	21	20	20	81	\$380,000.00
Western Sub-region Total											\$380,000.00
Total											\$2,427,804.00
Total Funding											\$2,500,000.00
Difference											\$72,196.00

RTC REQUESTED ACTION

RTC Approval Requested on the 2025 RTC Legislative Program for the 89th Texas Legislature

Authorize NCTCOG Staff to Bring Back Transit Authority Funding Item to Incorporate Changes, if Needed, Resulting from:

- Regional Transit 2.0 Funding Recommendations, or
- Transit Authority Board/Member City Recommendations, or
- Local Government Elected Official Partnerships with Local Government Elected Officials on DART Board Meetings

by the End of February 2025.



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

Draft Transit Authority Policy Waterfall

Step 1: Transit 1.0: Right Size Fixed Routes, Add Microtransit, Add Shuttle Service, Review Denton County Services

Step 2: Transit 2.0 Pillars: Economic Development (Public Transportation Financing Area), Competitive Transit, Crime/Safety, Private Sector Pilot Services, Advance New Member City and Contracted Service Policy

Step 3: Draft Policy for Current Members (Review First 40 Years): Update Infill Station Policy, Examine Transportation Reinvestment Program (TRiP)

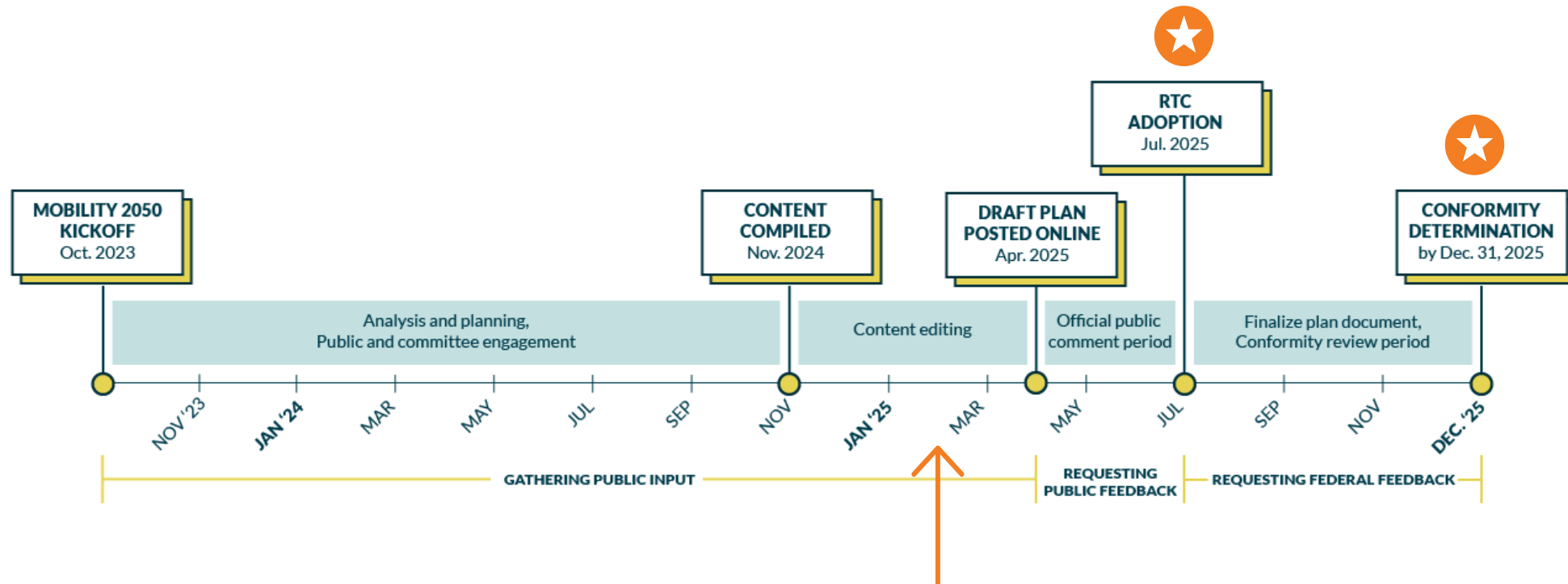
Step 4: RTC Maintains Support for Current Transportation Authority Tax Rates



MOBILITY 2050

*Regional Transportation Council
February 13, 2025*

Plan Development Timeline



- Technical analysis complete
- Plan content being reviewed/formatted
- Public involvement analysis is being summarized

Major Mobility Plan Components

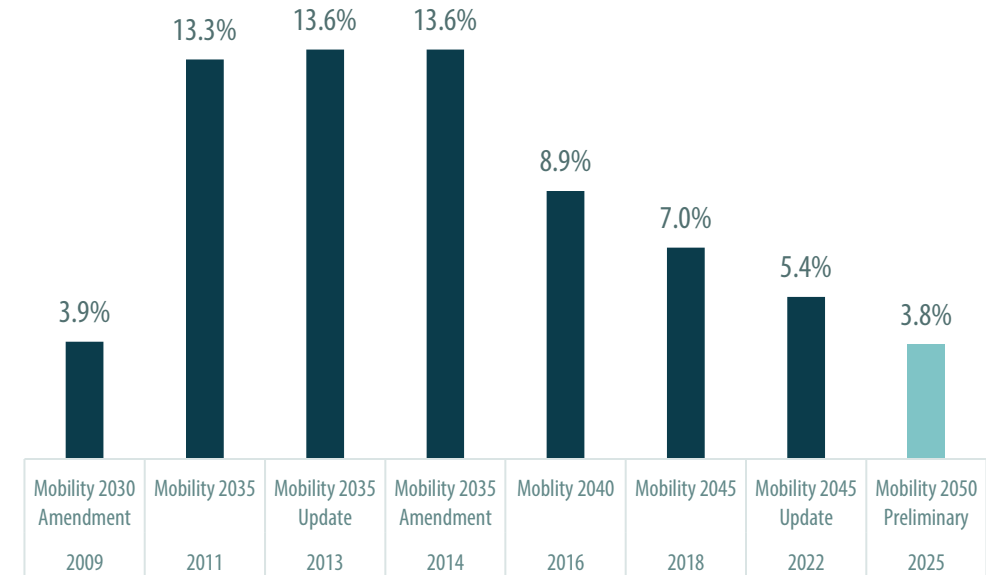


While we see the **REVENUE** flowing from the BIL/IIJA, costs have risen, tempering the buying power of the funds.

DRAFT	Mobility 2050 Revenue
Traditional Federal/State	\$92.8 B
Local Revenue	13.5
System/Toll	8.4
Transit	93.6
Revenue Enhancements	8.2
Total, Actual \$, Billions	\$216.5
Mobility 2045 Update (Previous Plan)	\$148.4
Increase	+68 Billion

Revenue enhancements are lowest level since 2009 due to the influx of new federal funding.

	DRAFT	
	Mobility 2050	Mobility 2045 Update
Total Plan, Billions	\$216 billion	\$148.4 billion
Total Plan/Year	\$9.0 billion	\$6.7 billion
Revenue Enhancements as % of Total Plan	3.8%	5.4%



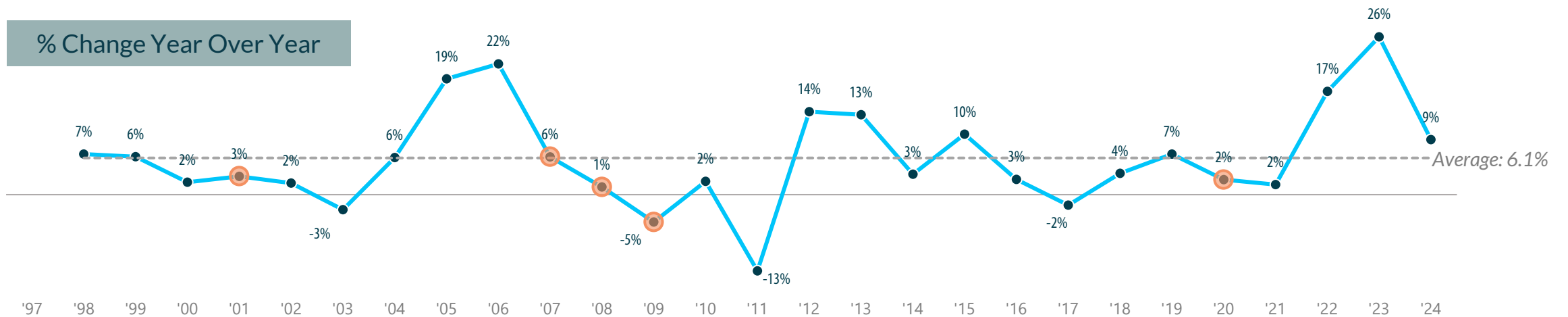
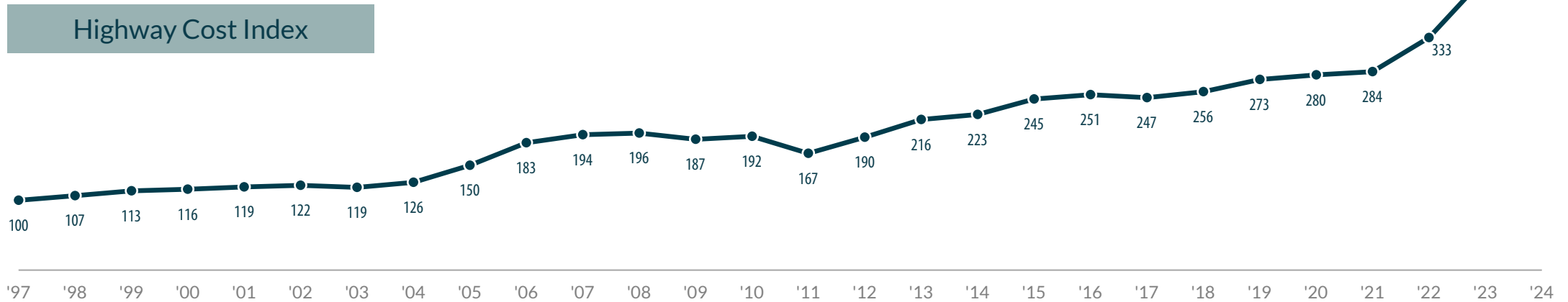
Assumed revenue enhancements over time

Draft Financial Plan

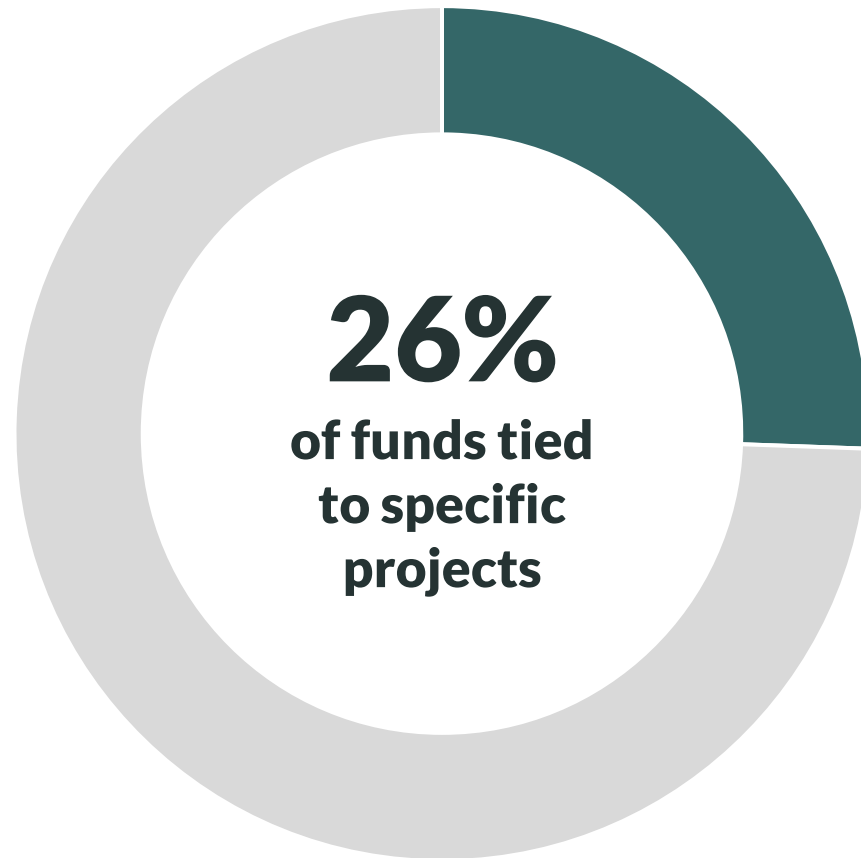
DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance¹	\$32.9	30.7	+2.2
Management & Operations	23.9	17.9	+6.1
Strategic Policy Initiatives²	6.4	5.3	+1.1
Rail & Bus	56.0	44.9	+11.1
Freeways/Tollways, Managed Lanes, and Arterials	97.3	49.5	+47.7
Total, Actual \$, Billions	\$216.5 B	148.3 B	+68.2 B

Values may not sum due to independent rounding

Despite increased revenues—primarily for roadways—rising **COSTS** mean that Mobility 2050 carries forward a similar portfolio of projects from the previous plan.



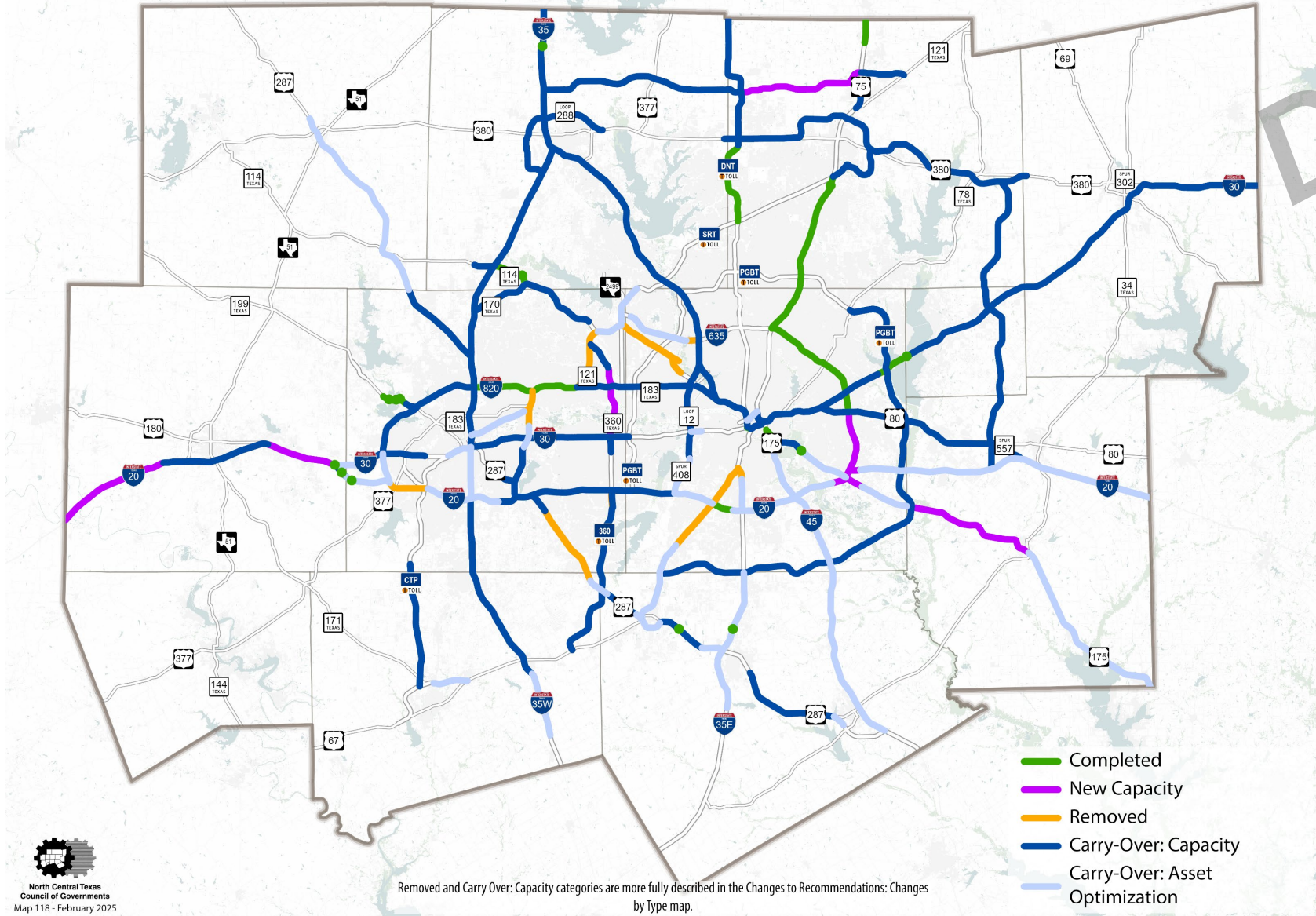
Direct Allocation Revenue



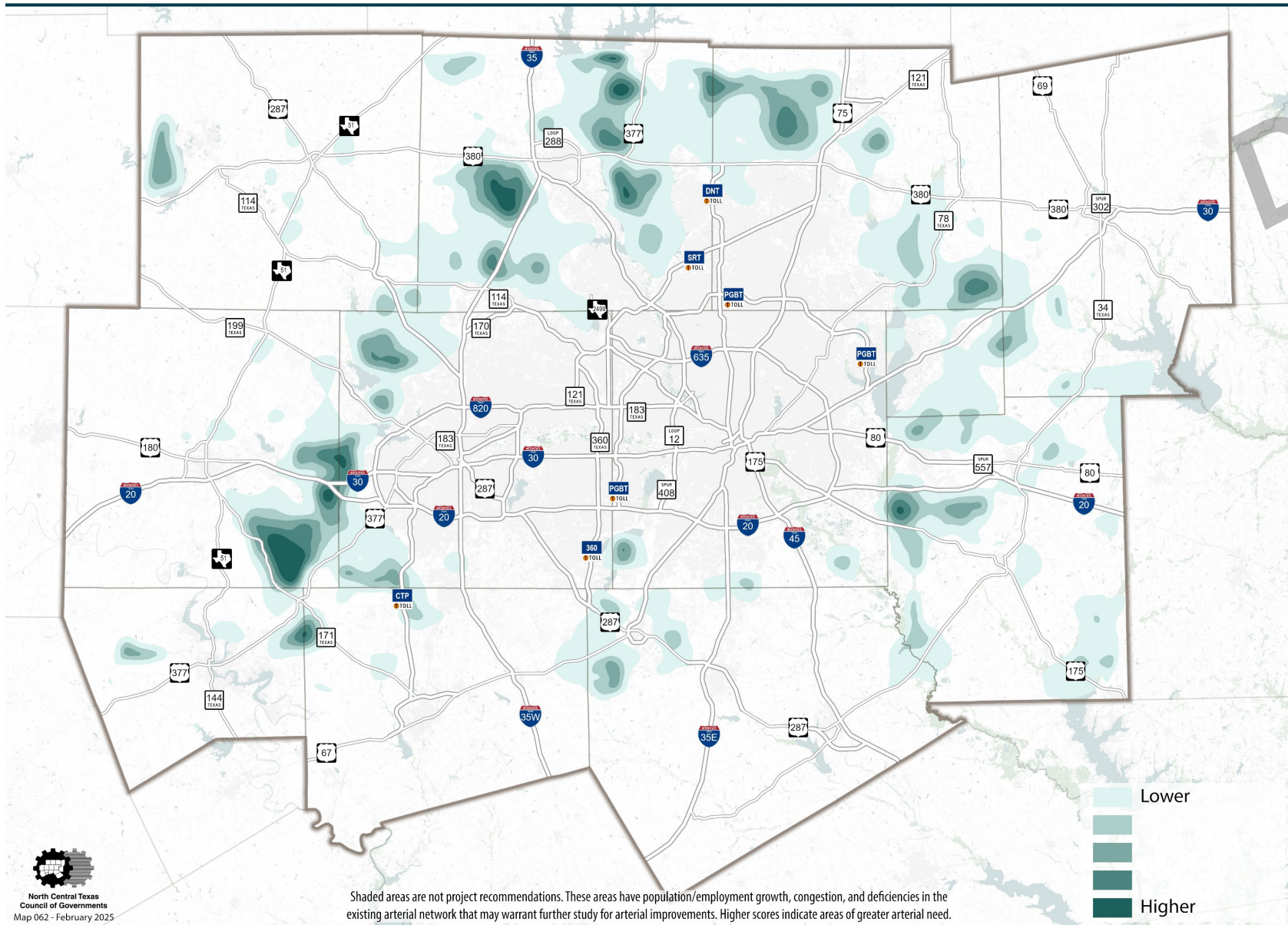
26% of total plan funds are directly allocated to specific projects – amounting to **\$55 B.**

Removing these projects does not free up funding—these revenues are project-specific and cannot be reallocated elsewhere in the plan.

DRAFT



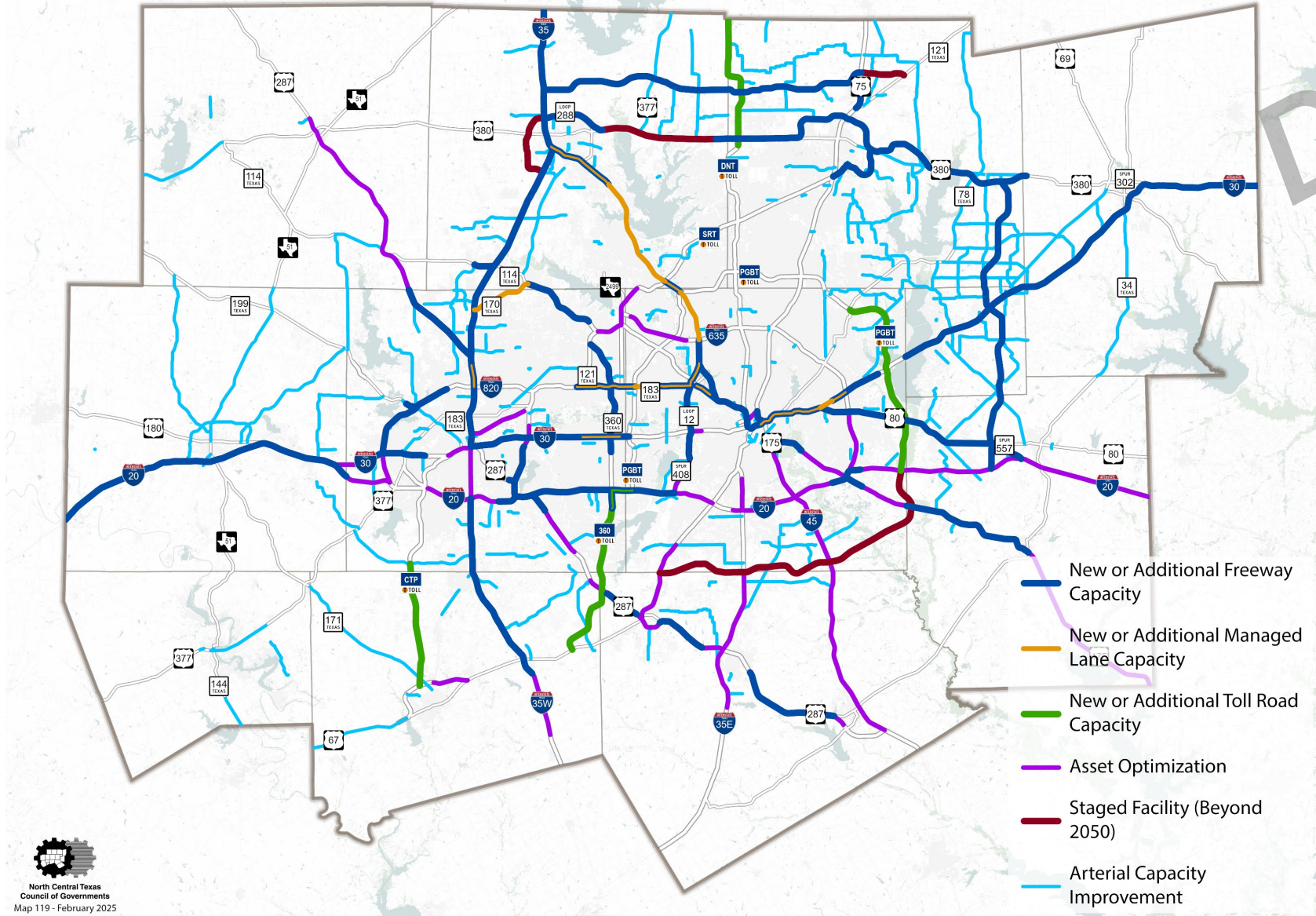
DRAFT



North Central Texas
Council of Governments
Map 062 - February 2025

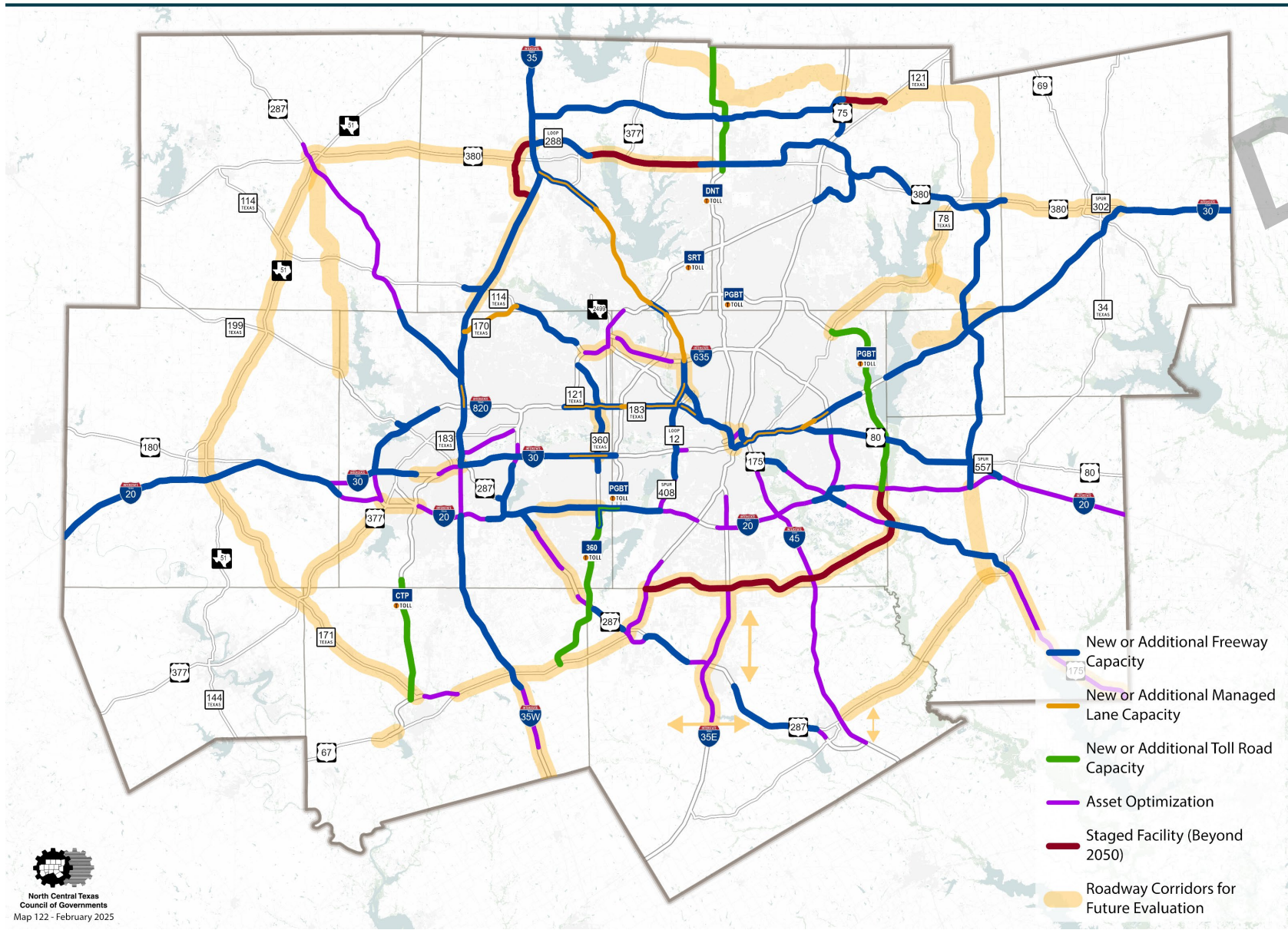
Shaded areas are not project recommendations. These areas have population/employment growth, congestion, and deficiencies in the existing arterial network that may warrant further study for arterial improvements. Higher scores indicate areas of greater arterial need.

DRAFT



North Central Texas
Council of Governments
Map 119 - February 2025

DRAFT



North Central Texas
Council of Governments
Map 122 - February 2025

- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Asset Optimization
- Staged Facility (Beyond 2050)
- Roadway Corridors for Future Evaluation

Funded RTC Safety Programs and Projects

Speed Enforcement:

Enhanced Speed Enforcement Initiative: Analyzing data to determine locations for increased enforcement. Summer/Fall 2025 for implementation.

Speed Education:

- Drive Aware North Texas Driver Behavior Campaign
- Look Out Texans Safety Campaign

Bike/Pedestrian Engineering:

- Kelly Blvd. Sidepath PS&E and Construction Phases (City of Carrollton): ENG – April 2026, CONST – May 2028
- Cotton Belt Trail Regional Connection between Carrollton and Coppell PS&E Phase (Dallas County): ENG – June 2026

Innovative Ideas to Reduce Youth Fatality Rate:

Youth Bystander and Driver Education Program: Consultant Selected, Project Initiation – March 2025

Other:

Predictive Crash Analysis Tools: Project Initiation Anticipated – Summer 2025

\$54 Million RTC Safety Program FY2024 - 2026

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Innovative Ideas to Reduce Youth Fatality Rate	\$4 Million
Other	\$4 Million
Total	\$54 Million

¹ Increased Law Enforcement Presence

² Enhance Existing Education Campaigns – Drive Aware North Texas and Look Out Texans

³ Identify through Roadway Safety Audit and Regional Safety Plans

March RTC

- Review demographic forecast
- Transit recommendations
- Active transportation recommendations
- Highlighted programs
- Title VI analysis
- Air quality analysis (April/May)

Schedule to Adoption

Time Frame	Milestone
February 2025	Financial Plan and Roadway Recommendations (Information)
March 2025	Demographic Review and Transit Recommendations + Programs (Action)
April-May 2025	Required 60-day Public Comment Period
June 2025	RTC Action to Adopt Mobility 2050
July – December 2025	Federal Transportation Conformity Review Period

Mobility Plan Contacts



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org | 817-704-5608



Brendon Wheeler, P.E., CFM

Program Manager

bwheeler@nctcog.org | 682-433-0478



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | 817-695-9263



PM2/PM3 Performance Measure Targets

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

Chris Klaus

Regional Transportation Council

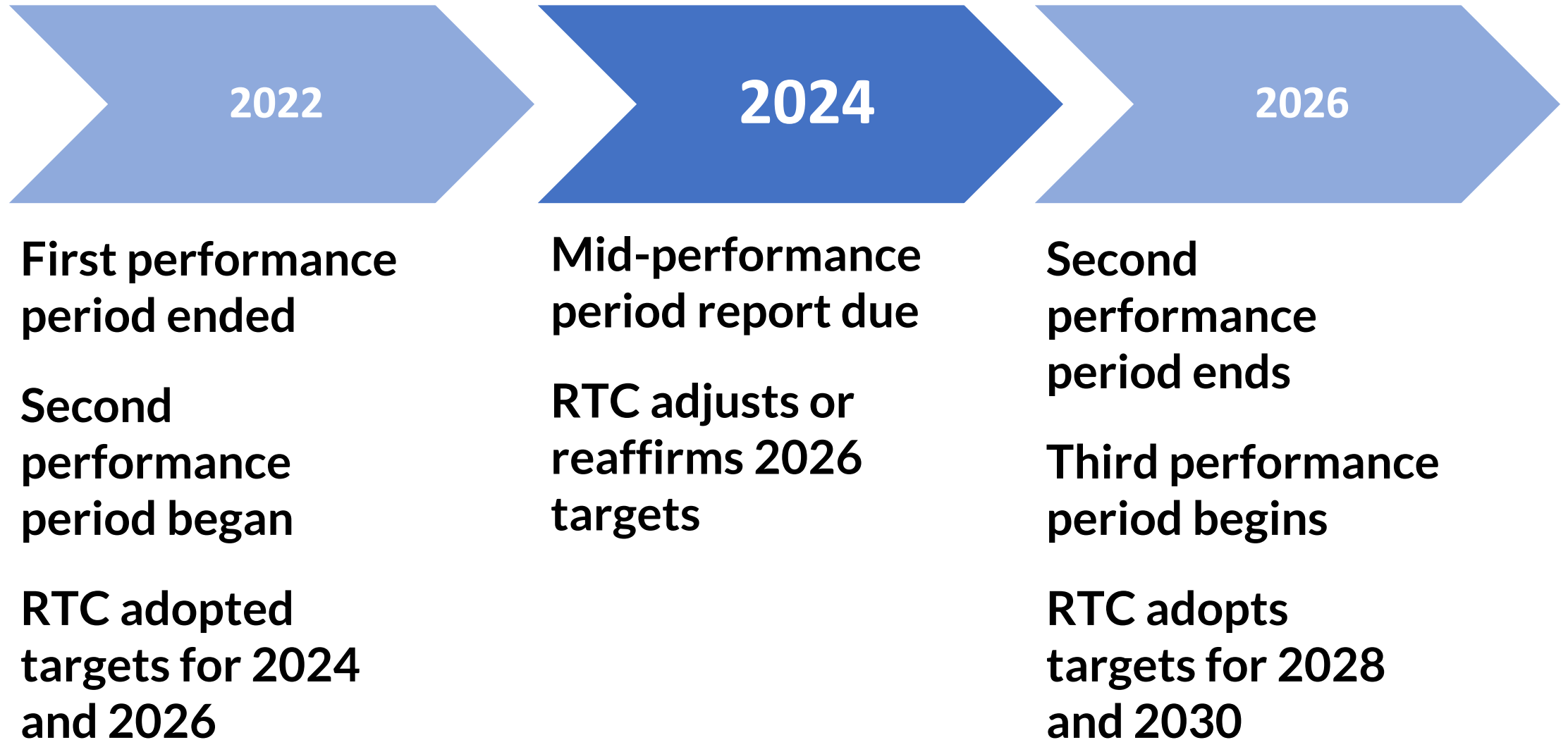
2.13.2025

Federal Performance Measure Schedule

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



PM2/PM3 Schedule



PM2 Measures and Targets (Statewide)

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

Will likely be seeking action to reaffirm our support for TxDOT's 2026 targets



PM2 Measures (Region)

Classification	Good Condition		Fair Condition		Poor Condition	
	2022	2024	2022	2024	2022	2024
Pavement						
Interstate (On-System)	56.18%	54.26%	43.75%	45.71%	0.07%	0.02%
Non-Interstate Freeway (On-System)	47.75%	43.86%	51.97%	55.93%	0.28%	0.21%
Toll Roads (Off-System)	39.16%	35.70%	60.84%	64.30%	0.00%	0.00%
Arterials (On-System)	31.96%	27.11%	67.54%	72.18%	0.50%	0.71%
Arterials (Off-System)	0.99%	0.77%	91.37%	84.87%	7.64%	14.36%
Bridge						
NHS (On-System)	52.2%	46.4%	45.6%	51.3%	2.2%	2.3%
NHS (Off-System)	51.8%	46.8%	48.2%	53.1%	0.0%	0.1%



Addressing PM2 Measures

Pavement

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

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

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

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

Bridges

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

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

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

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



PM3 Measures and Targets - Part 2 (Region)

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

Will likely be seeking action to reaffirm our previously adopted 2026 targets



Addressing PM3 Measures

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

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

RAISE, BUILD grant awards

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

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

Truck Travel Time Reliability:

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

Mobility Assistance Patrol Program (MAPP)



Contacts

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

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

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

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

www.nctcog.org/pm/fed



Regional Transportation Council Attendance Roster
January 2024 - January 2025

RTC MEMBER	Entity	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/2024	1/23/2025
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	A	P	P	P	E(R)	P	E(R)	P	E(R)
Arfsten, Bruce (07/23)	Addison	P	E(R)	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	E(R)
Adam Bazaldua (09/21)	Dallas	P	A	P	E	P	E	A	E(R)	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	E(R)	P	E	P	A	P	P	P	P	A	E(R)	E
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	E	P	E	E
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	A	P	P	P	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	P	E(R)	P	P	E(R)	E(R)	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	E(R)	P	P	P	P	E	P	P	P	P	A
Jeff Davis (11/19)	Trinity Metro	P	P	E(R)	P	E(R)	P	E	P	P	P	P	P
Pat Deen (07/24)	Parker	--	--	--	--	--	--	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	E	P	P	P	P	P	P	P	P	P	P	E
Michael Evans (2/23)	Mansfield	P	P	P	P	P	P	P	A	P	P	P	E(R)
Vernon Evans (4/24)	DFW Airport	--	--	--	A	P	E	A	E	E(R)	P	A	P
George Fuller (07/17)	McKinney	E	P	E	P	P	A	P	A	A	P	P	E
Raul H. Gonzalez (09/21)	Arlington	E(R)	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	A	P	P	P	E	P	P	P	A	P	A
Mojoy Haddad (10/14)	NTTA	P	E	A	P	P	P	E	P	E	P	P	A
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E	P	P	P	P	E(R)	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	E	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Jill Jester (08/24)	Denton	--	--	--	--	--	--	--	P	A	P	P	P
Brandon Jones (05/21)	Lewisville	P	A	A	P	P	P	P	P	P	P	P	A
Matt Krause (01/25)	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P
Brad LaMorgese (07/22)	Irving	E	E	E	E	P	E	E	P	E	P	E	A
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	P	E(R)	P	P	P	P	P	E
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	--	--	P	P	E(R)	P	E(R)	E(R)
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	A
Cesar Molina (08/24)		--	--	--	--	--	--	--	P	P	P	P	E
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	--	--	E	P	P	P	P	P
Ed Moore (07/22)	Garland	P	P	E	P	E	P	P	P	P	E	A	P
Matthew Porter (07/24)	Wylie	--	--	--	--	--	--	P	P	P	P	P	E(R)
John Muns (6/23)	Plano	A	A	A	P	P	P	A	P	P	P	E(R)	E
Omar Narvaez (09/21)	Dallas	P	P	P	P	P	E	P	P	E(R)	P	P	P
Manny Ramirez (1/23)	Tarrant County	E	E	P	P	P	P	E	E	E	P	P	E

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
January 2024 - January 2025**

RTC MEMBER	Entity	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/2024	1/23/2025
Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	P	P	E	P	P	E	P	P	P	P
Jim R. Ross (07/21)	Arlington	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	E(R)	P	P	E(R)	P	P
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	--	--	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	E	P	P	P	P	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	E(R)
Chad West (11/22)	Dallas	P	E	P	A(R)	P	E	P	P	P	E(R)	A(R)	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

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Rifat Alam	Lancaster	--	--	--	--	--	--	P	*	P	R	A	P
Joe Atwood	Hood County	P	A	P	P	P	A	P	*	P	P	A	P
Melissa Baker	Irving	P	R	R	E	P	P	P	*	P	P	P	E
James Bell	Grand Prairie	--	--	--	--	--	--	--	--	P	P	P	P
David Boski	Grand Prairie	--	--	--	--	--	--	--	--	P	P	P	P
Shon Brooks	Waxahachie	P	P	P	P	A	P	P	*	A	P	P	P
Tanya Brooks	DART	P	P	P	P	P	P	R	*	R	P	P	P
Matt Bryant	City of Duncaville	--	--	--	--	P	A	A	*	P	A	A	A
Daniel Burnham	Arlington	R	P	P	P	R	P	R	*	P	P	R	P
Farhan Butt	Denton	--	P	P	P	P	P	P	*	P	P	P	P
Brenda Callaway	Rockwall County	--	P	P	P	P	P	P	*	P	A	A	P
Travis Campbell	TxDOT Dallas	E	P	P	P	P	P	P	*	P	P	P	P
Arturo Del Castillo	Dallas	R	P	P	P	E	P	A	*	A	R	P	A
Aaron Ceder	Dallas County	--	--	--	--	--	--	--	--	--	A	A	P
Robert Cohen	Southlake	A	A	P	A	A	A	A	*	A	A	P	A
John Cordary, Jr.	TxDOT FW	E	P	P	A	P	A	P	*	P	P	P	P
Tara Crawford	Trinity Metro	--	--	--	--	--	--	--	--	--	P	A	P
Clarence Daugherty	Collin County	P	P	P	P	R	P	P	*	P	P	P	P
Chad Davis	Wise County	P	A	P	A	A	P	P	*	A	P	A	P
Arturo Del Castillo	Dallas	R	P	P	P	P	A	P	*	A	R	A	A
Pritam Deshmukh	Richardson	P	P	P	P	E	P	A	*	P	P	P	P
Becky Diviney	Town of Addison	--	--	--	--	--	--	--	--	--	--	A	P
Phil Dupler	FWTA	P	P	P	P	P	P	P	*	P	A	P	P
Martiza Figy	Dallas	A	A	A	A	A	A	A	*	A	A	A	A
Eric Fladager	Fort Worth	A	P	A	P	P	P	P	*	P	A	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	A	*	P	P	P	P
Austin Frith	DCTA	P	P	P	P	R	A	R	*	P	P	A	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	*	P	P	E	P
Gary Graham	McKinney	P	P	R	P	R	A	R	*	P	R	P	R
Scott Hall	Tarrant County	--	--	--	--	--	P	P	*	P	P	A	A
Tom Hammons	Carrollton	P	P	P	P	P	P	A	*	P	P	P	P
Craig Hancock	NTTA	--	--	--	--	--	--	--	--	--	--	--	P
Chris Harris	Greenville	--	--	--	--	--	--	--	--	--	--	A	A
Ron Hartline	The Colony	A	A	P	P	A	R	A	*	A	A	A	P
Barry Heard	Kaufman County	P	A	P	P	P	P	P	*	P	P	P	P
Duane Hengst	Hurst	--	--	--	--	--	--	--	--	--	--	--	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	A	P	*	P	P	A	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	*	P	P	P	P
Jeremy Hutt	Cleburne	P	P	A	P	P	P	P	*	P	P	P	P
Thuan Huynh	McKinney	P	P	P	P	R	A	P	*	P	P	R	P
Joseph Jackson	Tarrant County	P	P	E	P	A	P	P	*	P	P	A	P

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Joel James	NTTA	A	A	P	R	P	P	A	*	P	P	P	P
William Janney	Frisco	A	A	P	P	P	P	A	*	P	A	A	A
Major L. Jones	Eules	P	A	A	P	A	P	A	*	P	P	P	R
Gus Khankarli	Dallas	P	P	P	P	P	P	P	*	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	P	A	A	*	A	A	A	A
Eron Linn	DART	P	P	E	P	E	P	P	*	P	P	E	E
Clay Lipscomb	Plano	R	P	P	P	A	P	A	*	P	P	A	P
Paul Luedtke	Garland	P	P	P	P	E	P	P	*	P	P	P	P
Stanford Lynch	Hunt County	P	P	A	R	P	R	R	*	P	R	R	A
Chad Marbut	Weatherford	P	P	P	P	P	P	P	*	P	P	P	P
Alberto Mares	Ellis County	P	P	P	P	A	P	P	*	P	P	A	P
John Mears	Mesquite	--	--	--	--	--	P	A	*	A	P	A	A
Brian Moen	Frisco	P	P	P	P	P	A	P	*	P	P	A	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	A	*	P	P	P	P
Alfredo Ortiz	Dallas	P	P	P	A	A	P	A	*	P	E	P	P
Cintia Ortiz	Parker County	P	A	P	P	P	A	A	*	P	P	P	P
Martin Phillips	Fort Worth	P	E	P	E	P	E	P	*	P	P	E	P
John Polster	Denton County	P	P	P	A	A	P	P	*	A	P	A	P
Kelly Porter	Fort Worth	P	P	P	P	P	E	P	*	P	P	P	P
Tim Porter	Wylie	P	A	R	R	P	R	R	*	A	R	P	R
Minesha Reese	Dallas County	--	--	--	--	--	--	--	--	P	P	P	P
Elizabeth Reynolds	Grapevine	P	P	P	P	P	P	P	*	E	E	P	P
James Rogge	City of Mansfield	--	--	--	--	--	A	P	*	P	P	P	P
Jahor Roy	Mesquite	P	P	P	P	P	A	A	*	A	A	A	A
Greg Royster	DFW Int. Airport	P	P	P	A	P	A	R	*	R	P	P	P
Kathryn Rush	Dallas	P	R	P	P	A	A	A	*	P	A	A	P
David Salmon	Lewisville	P	P	R	A	R	P	R	*	R	P	P	P
Joe Schweitzer	Bedford	--	--	--	--	--	--	--	--	--	--	--	A
Brian Shewski	Plano	P	P	P	R	P	P	P	*	P	R	P	P
Ray Silva-Reyes	Farmers Branch	--	--	--	--	P	P	P	*	P	P	P	P
Chelsea St. Louis	Fort Worth	--	P	P	P	P	A	P	*	E	P	E	P
Aaron Tainter	Coppell	--	--	--	--	--	--	--	--	--	E	P	P
Errick Thompson	Burleson	P	P	P	P	P	P	P	*	P	P	P	P
Caleb Thornhill	Plano	P	P	A	P	P	P	A	*	A	A	A	P
Dave Timbrell	Garland	--	--	--	--	E	A	A	*	A	A	A	A
Jennifer VanderLaan	Johnson County	P	P	P	P	P	P	A	*	P	P	P	P
Gregory Van	Haltom City	P	P	P	R	P	R	P	*	R	P	R	R
Daniel Vedral	Irving	P	P	P	E	P	R	P	*	P	P	E	P
Caroline Waggoner	North Richland	P	P	P	P	A	P	P	*	A	A	A	P
Jana Wentzel	Arlington	P	P	P	P	P	R	P	*	P	P	P	R
Robert Woodbury	Cedar Hill	A	P	A	R	P	A	A	*	P	P	P	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, December 6, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, December 6, 2024, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, James Bell, David Boski, Shon Brooks, Tanya Brooks, Jim Chin (representing Daniel Burnham), Farhan Butt, Travis Campbell, John Cordary Jr., Clarence Daugherty, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Gary Graham, Tom Hammons, Barry Heard, John D. Hudspeth, Jeremy Hutt, Kathleen Bednarz (representing Thuan Huynh), Joel James, Major Jones, Gus Khankarli, Paul Luedtke, Chris Bosce (representing Stanford Lynch), Chad Marbut, John Mears, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Cintia Ortiz, Kelly Porter, Than Nguyen (representing Tim Porter), Minesha Reese, Elizabeth Reynolds, James Rogge, Greg Royster, Davis Salmon, Brian Shewski, Ray Silva-Reyes, Errick Thompson, Jennifer VanderLaan, Autumn Permenter (representing Gregory Van Nieuwenhuizen), Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Carli Baylor, Kenny Bergstrom, Natalie Bettger, Angela Cruz, Dawn Dalrymple, Brian Dell, Cody Derrick, Joaquin Escalante, Kevin Feldt, Gypsy Gavia, Bobby Gomez, Rebekah Gongora, Christie Gotti, Behnoush Gurshaschi, Dhaval Jariwala, Jim Jarratt, Amy Johnson, Ryan Jones, Chandra Kanth, Dan Kessler, Madiha Khan, Ken Kirkpatrick, Chris Klaus, Jill Krauter, Siddhesh Kudale, Mike Landvik, Travis Liska, Charles Marsh, Malcolm Mayhew, James McLane, Savana Nance, Jenny Narvaez, Jeff Neal, Quang Nguyen, Joe O'Brien, Tim Palermo, Trey Pope, Ezra Pratt, Vercie Pruitt-Jenkins, Eric Quintana, Lexi Roddy, Kyle Roy, Brandon Sparkman, Toni Stehling, Derek Sweeney, Daniela Tower, Jill Van Hoewyk, Brendon Wheeler, Amanda Wilson, and Hannah Witcher.

1. **Approval of October 25, 2024, Minutes:** The minutes of the October 25, 2024, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:**
 - 2.1. **February 2025 Transportation Improvement Program Modifications:**
A recommendation for Regional Transportation Council (RTC) approval was requested for revisions to the 2025-2028 Transportation Improvement Plan (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
 - 2.2. **Fiscal Year 2024 Public Transportation Funding: Programs of Projects:** A recommendation for Regional Transportation Council (RTC) approval was requested on Fiscal Year (FY) 2024 Public Transportation Funding Programs of Projects.
 - 2.3. **City of Everman Signal Funding:** A recommendation for Regional Transportation Council (RTC) approval was requested for \$300,000 in RTC Local funding for a new traffic signal in the City of Everman, including the ability to administratively amend planning, and administrative documents as needed to incorporate this project.

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

3. **Backstop Funding: Supporting Vehicle Procurement for the Awarded 2021 Rebuilding American Infrastructure with Sustainability and Equity Grant:**

Ken Kirkpatrick requested a recommendation for the Regional Transportation Council (RTC) authorization to utilize \$1,004,000 in RTC Local funds as a temporary backstop to advance mobility enhancements within the Southern Dallas Inland Port.

A motion was made to recommend Regional Transportation Council (RTC) approval to authorize use up to \$1,004,000 RTC Local funds for a temporary backstop to support contract obligations and expenditures for the purchase of electric buses and in-plant inspection services. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

4. **City of River Oaks, Meandering Road Right of Way Acquisition Loan:** Dan Kessler requested a recommendation for Regional Transportation Council approval to advance right-of-way acquisition funding for the reconstruction of Meandering Road from Roberts Cut-Off in River Oaks to LT JG Barnett Road to Fort Worth in the amount of \$900,000 in RTC Local funds. The City of River Oaks is acquiring the right-of-way at the request of the North Central Texas Council of Governments (NCTCOG) and the other project partners. RTC Local funds will be returned to NCTCOG upon River Oaks receiving federal reimbursement.

A motion was made to recommend Regional Transportation Council approval of the right-of-way acquisition loan of \$900,000 for Meandering Road from East Gate of LT JG Barnett Rd to Roberts Cut-Off. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

5. **Fiscal Year 2024 Federal-State Partnership for Intercity Passenger Rail Grant Program:**

Jeff Neal requested a recommendation for Regional Transportation Council approval to submit a project in the Fiscal Year 2024 (FY24) Federal-State partnership for Intercity Passenger Rail (FSP) Grant Program. Applications were due to the United States Department of Transportation by December 16, 2024.

A motion was made to recommend the Regional Transportation Council (RTC) approve submittal of the Trinity Railway Express (TRE) Corridor Double-Tracking Project for funding consideration through the Fiscal Year (FY) 2024 Federal-State Partnership (FSP) for Intercity Passenger Rail Program. Approval included use of up to \$2.4 million in Regional Toll Revenue (RTR) funds and Regional Transportation Council (RTC) Local funds as a backstop in lieu of a partnership with Dallas Area Rapid Transit and Trinity Metro for the 20 percent non-federal match to complete FSP Track 1 (Project Planning) and FSP Track 2 (Project Development) tasks for an application total of \$12 million; and to administratively amend the North Central Texas Council of Governments Transportation Improvement Program and State Transportation Improvement Program (TIP/STIP), as well as other planning and administrative documents, for inclusion of the proposed project if selected for a FY2024 FSP Grant award. Kelly Porter (M); Alfredo Ortiz (S). The motion passed unanimously.

6. **Project Status Report: Fiscal Year 2024 Project Tracking, Fiscal Year 2025 Project Tracking, and Metropolitan Planning Organization Milestone Policy Round 2:** Dylan Niles provided a status report on the Fiscal Year (FY) 2024 Project Tracking, FY2025 Project Tracking, and Milestone Policy Round 2 projects and requested a recommendation for Regional Transportation Council approval of various updates to Milestone Policy project deadlines.

A motion was made to recommend Regional Transportation Council (RTC) approval of staff's recommendations detailed in slide 5 for the Metropolitan Planning Organization Milestone Policy Update as follows: Union Pacific (UP) Railroad Crossing Project (Haltom City), establish a letting deadline of December 2025; United States (US) 81/US 287 Projects (Texas Department of Transportation-Fort Worth), extend letting deadline to December 2026; and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other administrative/planning documents as needed to incorporate any changes to affected projects. Kelly Porter (M); Farhan Butt (S). The motion passed unanimously.

7. **Forecast 2050: Demographics**: Dan Kessler presented a summary of the recently completed Forecast 2050, the region's new population and employment forecasts for the year 2050. The North Central Texas Council of Governments Executive Board approved these forecasts on November 21, 2024. These forecasts will be used to support the upcoming development of Mobility 2050: the Metropolitan Transportation Plan for North Central Texas.
8. **Mobility 2050**: Amy Johnson provided a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050: the Metropolitan Transportation Plan for North Central Texas.
9. **Fiscal Year 2025 Rebuilding American Infrastructure with Sustainability and Equity Grant Program**: Jeff Neal briefed the Committee on the Fiscal Year (FY) 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Details highlighting grant requirements, merit criteria, and possible multimodal project candidates were provided.
10. **Regional Parking Demand Database**: Travis Liska presented findings from data collection on parking demand at 106 private properties and requested ongoing local government participation and coordination. The regional data aggregation and analysis will help local governments with better parking policy and management.
11. **New 511 Dallas-Fort Worth System**: Eric Quintana provided an overview of the new 511 Dallas-Fort Worth (511DFW) Traveler Information System highlighting the public-facing and agency user interface.
12. **End of Ozone Season Recap**: Daniela Tower provided a summary of the 2024 ozone season activity and other air quality updates for the Dallas-Fort Worth region. The ozone season is from March 1 to November 30.
13. **Fast Facts**: Staff provided brief presentations on Items 1 through 7 below:
 1. Joseph O'Brien – 2025 Regional Transportation Council Legislative Program
 2. Joaquin Escalante – Reminder of Annual Required Local Government Energy Reporting
 3. Daniela Tower – Receipt of United States Department of Transportation 2023 Transportation Conformity Determination
 4. Trey Pope – Local Clean Air Project Spotlight

5. Savana Nance – Attendance Report – Dallas-Fort Worth Clean Cities Technical Advisory Board
 6. Joaquin Escalante – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 7. Joaquin Escalante – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 8. Written progress reports were provided for Partner Progress Reports, October Public Meeting Minutes, and September through October Public Comments. Meeting schedules for the 2025 Surface Transportation Technical Committee and Regional Transportation Council meetings were distributed at the meeting.
14. **Other Business (Old or New):** No items were provided.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on January 24, 2025.***

Meeting adjourned at 3:41 p.m.