

AGENDA

**Regional Transportation Council
Thursday, March 13, 2025
Ruthe Jackson Center
3113 S. Carrier Parkway
Grand Prairie, TX 75052**

Members of the public may view a livestream of the RTC Meeting at www.nctcog.org/video under the “watch live” tab

10:30 am Regional Transportation Council Meeting: Part One

**10:30 am Full RTC Business Agenda
(Guest Secured Wireless Connection: prairieguest – no password needed)**

Pledge to the United States and Texas Flags

10:30 – 10:40 1. Opportunity for Public Comment on Today’s Agenda

Information Minutes: 10

Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.

Background: N/A

10:40 – 10:45 2. Approval of February 13, 2025, Minutes

Action Possible Action Information Minutes: 5

Presenter: Clay Lewis Jenkins, RTC Chair

Item Summary: Approval of the February 13, 2025, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

10:45 – 10:50 3. Consent Agenda

Action Possible Action Information Minutes: 5

3.1. May 2025 Transportation Improvement Program Revisions

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested,

along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: May 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

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

Presenter: Chris Klaus, NCTCOG

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

Background: In 2022, the RTC adopted 2024 and 2026 targets for two sets of federally required performance measures commonly known as PM2 and PM3. PM2 includes measures related to pavement and bridge condition, while PM3 includes measures related to roadway system performance, freight, and air quality. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted 2026 targets, if appropriate, based on new data and analysis methodologies. As RTC recently 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 in 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. Updated pavement condition information from the North Texas Tollway Authority is now included in this consent agenda item. The Surface Transportation Technical Committee has recommended RTC to

reaffirm support on both PM2 and PM3 targets.
See [Electronic Item 3.2](#) for more information.

Performance Measure(s) Addressed: Goods Movement, Roadway

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

Presenter: Karla Windsor, NCTCOG

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

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

the Southern Dallas Inland Port area. More details can be found in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Administrative, Transit

10:50 – 10:55 4. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 5
Presenter: Michael Morris, NCTCOG

1. Overview of Today's Regional Transportation Council Agenda
2. North Texas Center for Mobility Technologies – Private 5G Testbed and Laboratory Supporting Advanced Mobility Research and Product Development ([Electronic Item 4.1](#))
3. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.2](#))
4. Correspondence with the Texas Commission on Environmental Quality ([Electronic Item 4.3](#))
5. Local Clean Air Project Spotlight ([Electronic Item 4.4](#))
6. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
7. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
8. February Public Meeting Minutes ([Electronic Item 4.5](#))
9. January – February Public Comment Report ([Electronic Item 4.6](#))
10. March Public Meeting Notice ([Electronic Item 4.7](#))
11. Recent News Articles ([Electronic Item 4.8](#))
12. Recent Correspondence ([Electronic Item 4.9](#))
13. Recent Press Releases ([Electronic Item 4.10](#))

10:55 – 11:15 5. Mobility 2050: Draft Recommendation and Approval to Seek Public Comments

Action Possible Action Information Minutes: 20
Presenter: Brendon Wheeler, NCTCOG

Item Summary: A summary of the draft Mobility 2050 recommendations will be presented prior to requesting approval to take these draft recommendations to the public in April and May. Plan recommendations include policies, programs, and projects to advance improvements for a multimodal transportation system within the region and can be found online for review at www.nctcog.org/planinprogress. The financial plan, major roadway and transit projects, results

of the nondiscrimination analysis, and public input to-date will be highlighted in the presentation.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan to a minimum of every 4 years and forecast at least 20 years into the future. [Mobility 2050: The Metropolitan Transportation Plan for North Central Texas](#), currently under development, must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Additional information is provided in [Electronic Item 5.1](#). A listing of all the draft policies and programs included in Mobility 2050 are included in [Electronic Item 5.2](#) and [Electronic Item 5.3](#), respectively. Roadway and transit project recommendations maps are included in [Electronic Item 5.4](#). Early public input is included in [Electronic Item 5.5](#).

Performance Measure(s) Addressed: Roadway, Transit

11:15 – 11:35 6.

2025 Strategic Transportation Funding Program

Action Possible Action Information Minutes: 20

Presenter: Christie Gotti, NCTCOG

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

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

[Electronic Item 6.1](#). Additional details on the funding program can be found in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Roadway, Safety

11:35 – 11:45 7. Regional Transit Partnerships and Federal Discretionary Grant Funding

Action Possible Action Information Minutes: 10

Presenter: Michael Johnson, NCTCOG

Item Summary: Staff will provide an update on five Regional Transit Partnerships within the region. Regional Transportation Council approval will be requested for additional federal funding for Fiscal Year (FY) 2020: Better Utilizing Investments to Leverage Development (BUILD) grant projects, Victory Station Pedestrian Crossing, Stemmons Rail Bridge, Trinity Railway Express (TRE) Signal Improvements and Silver Line Construction/FIFA World Cup partnership.

Background: In 2020, the North Texas MOVES Program was awarded \$25 million in BUILD federal discretionary grant funding. The NT MOVES BUILD Grant project is a collaborative effort between NCTCOG, Dallas Area Rapid Transit, Trinity Metro, and the TRE to increase regional freight and passenger mobility on the TRE corridor. The partner agencies have been working diligently to bring this project to construction by completing all pre-construction activities. Upon completion of engineering and design for the double-tracking projects, cost overruns were identified due to inflation and future proofing the corridor for Interstate Highway 35 East freeway construction. Additionally, Regional Transit Partnership projects such as the Victory Station Pedestrian Crossing, Stemmons Rail Bridge, TRE Signal Improvements, and Silver Line Construction/FIFA World Cup partnership are requiring additional funding. [Electronic Item 7](#) includes a presentation of the update, as well as the proposed action.

Performance Measure(s) Addressed: Goods Movement, Transit

11:45 – 11:50 8.

Texas Top 100 of Influential People

Action Possible Action Information Minutes: 5

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will recognize Michael Morris for inclusion in the Austin, Dallas, Houston, and San Antonio Business Journals' Texas 100.

Background: Each year the Business Journals of Austin, Dallas, Houston, and San Antonio identify the top 100 persons in Texas who are driving decisions, both in the headlines and behind the scenes. This year Michael Morris is included, representing the Regional Transportation Council's efforts to bring high-speed rail between Dallas, Arlington, and Fort Worth by identifying an alternate route west of downtown Dallas. Also mentioned is his work to bring critical mobility benefits to the region for the upcoming 2026 FIFA World Cup, as well as to guide transportation solutions as the region's population continues to grow in the decades to come. An excerpt from the Austin Business Journal referencing Mr. Morris is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: All

11:50 – 1:00 pm

Break for Lunch

1:00 pm

Regional Transportation Council Meeting: Part Two

1:00 – 1:10 9.

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 119th U.S. 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

1:10 – 3:00

10. **Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Local Mediation via the Regional Transportation Council**

Action Possible Action Information Minutes: 110

Presenter: Michael Morris, NCTCOG

Item Summary: As suggested at the last Regional Transportation Council (RTC) meeting, action would be proposed if the Texas Legislature introduced legislation negatively impacting Dallas Area Rapid Transit (DART). This action proposes the RTC to not support the proposed legislation and initiate a local mediation process to resolve the matter.

Background: [Electronic Item 10.1](#) contains a presentation on why DART legislation may have unintended outcomes. [Electronic Item 10.2](#) is a letter transmitted to impacted partners recommending a local resolution via partnership. Because of the timeliness of this matter, Chair Jenkins requested partnership meetings in advance of the RTC meeting.

Performance Measure(s) Addressed: Transit

11. **Progress Reports**

Action Possible Action Information

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

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

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, April 10, 2025.**

MINUTES

**Regional Transportation Council
Thursday, February 13, 2025**

The Regional Transportation Council (RTC) met on Thursday, February 13, 2025, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Michael Crain, Jeff Davis, Pat Deen, Michael Evans, Vernon Evans, George Fuller, Raul Gonzalez, Mojoy Haddad, John Hudspeth (representing Ceason Clemons), Clay Lewis Jenkins, Ron Jensen, Brad LaMorgese, Stephen Mason, Tammy Meinershagen, Cara Mendelsohn, Bobbie Mitchell (representing Andy Eads), Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Omar Narvaez, Matthew Porter, Manny Ramirez, Paul Ridley (representing Adam Bazaldua), Tito Rodriguez, Jim Ross, David Salazar, Gary Slagel, Andy Sommerman (representing Theresa Daniel), Bobby Stovall, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Rifat Alam, Vickie Alexander, Bryan Alldridge, Susan Alvarez, Renee Arnold, Gustavo Baez, Melissa Baker, Micah Baker, Berrien Barks, Jason Barton, Emily Beckham, Clifford Blackwell, Alberta Blair, David Boski, Jackie Bronson, Randall Bryant, Jessica Bullock-Barilla, Farhan Butt, Jack Carr, Angie Carson, Lori Clark, Nancy Cline, Dina Colarossi, Tom Colhill, Paul Cristina, Liam Crowley, Alyssa Cunningham, Dawn Dalrymple, Clarence Daugherty, Rebecca Diviney, Bob Dubey, Mike Eastland, Chad Edwards, Mark Enoch, Andrew Fortune, Eric Gallt, Carmen Garcia, Matt Gauntt, Rebekah Gongora, Scott Hall, Damarcus Hans, Tony Hartzel, Irlenia Hermosillo, Chris Hillman, Robert Himble, Sam Jacob, Joel James, Jim Jarratt, Matt Johns, Amy Johnson, Tim Juarez, Dan Kessler, Gus Khankarli, Tony Kimmey, Mitchell Kipp, Ken Kirkpatrick, Chris Klaus, Nadine Lee, Eron Linn, Dee Long, Paul Luedtke, Kyle Magnam, Tobin Maples, Chad Marbut, Kit Marshall, Rob Matwick, Rich Matyku, Matthew Mayhew, Jon McKenzie, Rogelio Meixueiro, Iris Mendoza, Brian Moen, Michael Morris, Vickie Morris, Johah Murray, Jeff Neal, Mark Nelson, Jackie Nolasco, Joe O'Brien, Cintia Ortiz, Brinton Payne, Michael Peters, Kristen Petree, Christopher Poe, Linda Pollick, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Marcus E. Ray, Jacob Rein, Sidney Sonch, Brandon Sparkman, Claude Spivey, John Stacy, Toni Stehling, Karl Stundins, Stephen Tamur, Steve Templer, Hannah Thesing, Christopher Tolar, Joe Trammel, Lauren Trimble, Shane Tully, Brendon Wheeler, and Frank Wise.

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 January 23, 2025, Minutes:** The minutes of the January 23, 2025, meeting were approved as submitted in Electronic Item 2. Duncan Webb (M); Manny Ramirez (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **2024 Transportation Development Credit Annual Report and Updates to Transportation Development Credit Allocations:** Regional Transportation Council (RTC) approval of proposed updates to the Transportation Development Credit (TDC) allocations for several categories was requested and the annual TDC report submitted to Texas Department of Transportation (TxDOT) was provided for information.
- 3.2. **Federal Functional Classification System Amendments:** A request for Regional Transportation Council (RTC) approval of seven amendments to the currently approved Federal Functional Classification System (FFCS) was requested.
- 3.3. **Regional Transportation Council Local Backstop Funding for Small Transit Operators:** Regional Transportation Council (RTC) approval for use of \$200,000 in RTC Local funding was requested to continue critical transit services in the region.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Manny Rameriz (M); Elizabeth Beck (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1, 2, 3, 4, and 5.

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
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
5. Correspondence with the Texas Commission on Environmental Quality
6. Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report
7. Dallas-Fort Worth Clean Cities Annual Survey
8. Dallas-Fort Worth Clean Cities Coalition Redesignated by the Department of Energy
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
12. December – January Public Comment Report
13. February Public Meeting Notice
14. Recent News Articles
15. Recent Correspondence
16. Recent Press Releases

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

A motion was made to approve of the projects recommended for the Work Zone Data Exchange Call for Projects and East/West funding split adjustments; and to administratively amend the Transportation Improvement Program (TIP)/Statewide STIP, as well as other planning and administrative documents to incorporate these

projects/adjustments as needed. Duncan Webb (M); Matthew Porter (S). The motion passed unanimously.

6. **Transportation Authority Funding Affirmation**: Michael Morris briefed the Regional Transportation Council (RTC) on the approved Legislative program in October 2024, with direction to bring back language, "Protect existing transportation authority dedicated funding." He requested approval for the affirmation of the October 2024 RTC position quoted.

A motion was made to approve striking the statement, "Protect existing transportation authority dedicated funding," from the North Central Texas Council of Governments' Legislative program. Steve Babick (M); Jim Ross (S). The motion passed. David Salazar and John Hudspeth abstained.

A substitute motion was made to approve to protect existing transportation authority dedicated funding. Jeff Davis (M); Paul Ridley (S). The motion did not pass. David Salazar and John Hudspeth abstained. Since the motion to substitute did not pass, a vote was held on the original motion as reflected above

7. **Federal and State Legislative Update**: Agenda item was not presented due to time constraints.
8. **Mobility 2050: Draft Recommendations**: Agenda item was not presented due to time constraints.
9. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets**: Agenda item was not presented due to time constraints.
10. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 10.1 and Surface Transportation Technical Committee attendance, and minutes were provided in Electronic Item 10.2.
11. **Other Business (Old or New)**: There was no discussion on this item.
12. **Future Agenda Items**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, March 13, 2025, at the North Central Texas Council of Governments.

Meeting adjourned at 3:21 p.m.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11651.7 **Facility:** VA **Location/Limits From:** ON KELLY BLVD FROM COTTON BELT TRAIL **Modification #:** 2025-0225
Implementing Agency: CARROLLTON **Location/Limits To:** PURPLE TRAIL
County: DALLAS **CSJ:** 0918-47-277
City: CARROLLTON **Desc:** CONSTRUCT SHARED USE PATH
Request: ADD NEW PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-916; FUNDING COMING FROM TIP 11651/CSJ 0902-00-173, 0000-18-053 BIKE/PED SPOT IMPROVEMENTS FUNDING POOL
Comment: PROJECT GROUPED UNDER CSJ 5000-00-916

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2026 | ENG | 0918-47-277 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 |
| 2026 | ENG | 0918-47-277 | STBG: | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| Phase Subtotal: | | | | \$500,000 | \$0 | \$100,000 | \$0 | \$0 | \$500,000 |
| 2028 | CON | 0918-47-277 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$0 |
| 2028 | CON | 0918-47-277 | STBG: | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 |
| Phase Subtotal: | | | | \$3,000,000 | \$0 | \$600,000 | \$0 | \$0 | \$3,000,000 |
| Grand Total: | | | | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 |

Revisions since STTC Meeting: Add CSJ 0918-47-277. Note that the project is grouped under CSJ 5000-00-916.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40076 **Facility:** VA **Location/Limits From:** ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY **Modification #:** 2025-0228

Implementing Agency: DALLAS CO **Location/Limits To:** GARLAND EASTERN CITY LIMITS

County: DALLAS **CSJ:** 0918-47-321

City: GARLAND **Desc:** CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR

Request: INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION DUE TO HIGHER ESTIMATE AT BIDDING; COST OVERRUN ON THIS PROJECT FUNDED ON TIP 14000/CSJ 0918-47-288 AS PART OF A PARTNERSHIP WITH DALLAS CO; REMOVE UTILITY PHASE; INCREASE ENGINEERING FUNDING; PROJECT GROUPED UNDER 5000-00-916

Comment: LOCAL CONTRIBUTION PAID BY DALLAS CO AND GARLAND; 2020 TA SET ASIDE CFP; PROJECT GROUPED UNDER 5000-00-916; THIS NEW PARTNERSHIP IS IN ADDITION TO THE PREVIOUS COST OVERRUN PARTNERSHIP ON TIP 14002/CSJ 0918-47-208

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

TIP Code: 14024 **Facility:** CS **Location/Limits From:** ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD **Modification #:** 2025-0229

Implementing Agency: SACHSE **Location/Limits To:** NORTH OF SACHSE ROAD

County: DALLAS **CSJ:** 0918-47-240

City: SACHSE **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE

Request: INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2027

Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF SACHSE AND DALLAS CO; CMAQ FUNDS ONLY FOR INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS; MAINTAINS 2/3 RTC AND 1/3 CITY FUNDING SHARE FOR CONSTRUCTION

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11651.6 **Facility:** VA **Location/Limits From:** COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION **Modification #:** 2025-0232
Implementing Agency: DALLAS CO **Location/Limits To:** MCINNISH PARK
County: DALLAS **CSJ:** 0918-47-533
City: VARIOUS **Desc:** CONSTRUCT SHARED USE PATH
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-916; FUNDING COMES FROM THE BIKE/PED SPOT IMPROVEMENT FUNDING POOL TIP 11651/CSJ 0902-00-173, 0000-18-053
Comment: PROJECT GROUPED UNDER CSJ 5000-00-916

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|------------------|------------|-------------|--------------------|
| 2026 | ENG | 0918-47-533 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$0 |
| 2026 | ENG | 0918-47-533 | STBG: | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| Phase Subtotal: | | | | \$1,500,000 | \$0 | \$300,000 | \$0 | \$0 | \$1,500,000 |
| Grand Total: | | | | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |

Revisions since STTC Meeting: Add CSJ 0918-47-533.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Confirmed the project group CSJ as 5000-00-952.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------|--------------------|--------------------|---------------------|
| 2023 | ENG | 0918-47-289 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$1,800,000 |
| 2026 | UTIL | 0918-47-289 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,650,000 | \$1,650,000 |
| 2026 | CON | 0918-47-289 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 |
| 2026 | CON | 0918-47-289 | STBG: | \$8,000,000 | \$0 | \$0 | \$2,000,000 | \$0 | \$10,000,000 |
| Phase Subtotal: | | | | \$8,000,000 | \$0 | \$0 | \$2,000,000 | \$1,500,000 | \$11,500,000 |
| Grand Total: | | | | \$8,000,000 | \$0 | \$0 | \$2,000,000 | \$4,950,000 | \$14,950,000 |

REVISION REQUESTED:

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

Revisions since STTC Meeting: Corrected the Currently Approved funding years and utility funded amount to match the last approved amount.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.1 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0258
Implementing Agency: DALLAS **Location/Limits To:** CITYWIDE
County: DALLAS **CSJ:** 0918-47-547
City: DALLAS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 3,160,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|---------------------|------------|--------------------|------------|-------------|---------------------|
| 2026 | IMP | 0918-47-547 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$3,160,000 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-547 | STBG: | \$15,800,000 | \$0 | \$0 | \$0 | \$0 | \$15,800,000 |
| Phase Subtotal: | | | | \$15,800,000 | \$0 | \$3,160,000 | \$0 | \$0 | \$15,800,000 |
| Grand Total: | | | | \$15,800,000 | \$0 | \$0 | \$0 | \$0 | \$15,800,000 |

Revisions since STTC Meeting: Add CSJ 0918-47-547.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.2 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR, **Modification #:** 2025-0259
Implementing Agency: FARMERS BRANCH **Location/Limits To:** DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY
County: DALLAS **CSJ:** 0918-47-548
City: FARMERS BRANCH **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 99,051 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-548 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$99,051 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-548 | STBG: | \$495,255 | \$0 | \$0 | \$0 | \$0 | \$495,255 |
| Phase Subtotal: | | | | \$495,255 | \$0 | \$99,051 | \$0 | \$0 | \$495,255 |
| Grand Total: | | | | \$495,255 | \$0 | \$0 | \$0 | \$0 | \$495,255 |

Revisions since STTC Meeting: Add CSJ 0918-47-548. Due to character limitations, revised the to and from limits fields without any change to the actual project locations.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24034.1 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0260
Implementing Agency: FORT WORTH **Location/Limits To:** CITYWIDE
County: TARRANT **CSJ:** 0902-90-361
City: FORT WORTH **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 1,240,005 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|--------------------|------------|-------------|--------------------|
| 2026 | IMP | 0902-90-361 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$1,240,005 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0902-90-361 | STBG: | \$6,200,027 | \$0 | \$0 | \$0 | \$0 | \$6,200,027 |
| Phase Subtotal: | | | | \$6,200,027 | \$0 | \$1,240,005 | \$0 | \$0 | \$6,200,027 |
| Grand Total: | | | | \$6,200,027 | \$0 | \$0 | \$0 | \$0 | \$6,200,027 |

Revisions since STTC Meeting: Add CSJ 0902-90-361.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.3 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD, **Modification #:** 2025-0261
Implementing Agency: GARLAND **Location/Limits To:** SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD
County: DALLAS **CSJ:** 0918-47-549
City: GARLAND **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 179,087 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|------------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-549 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$179,087 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-549 | STBG: | \$895,434 | \$0 | \$0 | \$0 | \$0 | \$895,434 |
| Phase Subtotal: | | | | \$895,434 | \$0 | \$179,087 | \$0 | \$0 | \$895,434 |
| Grand Total: | | | | \$895,434 | \$0 | \$0 | \$0 | \$0 | \$895,434 |

Revisions since STTC Meeting: Add CSJ 0918-47-549. Due to character limitations, revised the to and from limits fields without any change to the actual project locations.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.4 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0262
Implementing Agency: IRVING **Location/Limits To:** ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD
County: DALLAS **CSJ:** 0918-47-550
City: IRVING **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 32,756 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-550 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$32,756 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-550 | STBG: | \$163,779 | \$0 | \$0 | \$0 | \$0 | \$163,779 |
| Phase Subtotal: | | | | \$163,779 | \$0 | \$32,756 | \$0 | \$0 | \$163,779 |
| Grand Total: | | | | \$163,779 | \$0 | \$0 | \$0 | \$0 | \$163,779 |

Revisions since STTC Meeting: Add CSJ 0918-47-550.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.5 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0263
Implementing Agency: LANCASTER **Location/Limits To:** ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD
County: DALLAS **CSJ:** 0918-47-551
City: LANCASTER **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 46,075 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-551 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$46,075 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-551 | STBG: | \$230,375 | \$0 | \$0 | \$0 | \$0 | \$230,375 |
| Phase Subtotal: | | | | \$230,375 | \$0 | \$46,075 | \$0 | \$0 | \$230,375 |
| Grand Total: | | | | \$230,375 | \$0 | \$0 | \$0 | \$0 | \$230,375 |

Revisions since STTC Meeting: Add CSJ 0918-47-551.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.6 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE, **Modification #:** 2025-0264
Implementing Agency: LEWISVILLE **Location/Limits To:** CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS
County: DALLAS **CSJ:** 0918-47-552
City: LEWISVILLE **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 38,940 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-552 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$38,940 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-552 | STBG: | \$194,700 | \$0 | \$0 | \$0 | \$0 | \$194,700 |
| Phase Subtotal: | | | | \$194,700 | \$0 | \$38,940 | \$0 | \$0 | \$194,700 |
| Grand Total: | | | | \$194,700 | \$0 | \$0 | \$0 | \$0 | \$194,700 |

Revisions since STTC Meeting: Add CSJ 0918-47-552.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.7 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0265
Implementing Agency: NORTH RICHLAND HILLS **Location/Limits To:** ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFÉ SNOW DR, AND IRON HORSE
County: TARRANT **CSJ:** 0902-90-362
City: NORTH RICHLAND HILLS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 51,797 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0902-90-362 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$51,797 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0902-90-362 | STBG: | \$258,985 | \$0 | \$0 | \$0 | \$0 | \$258,985 |
| Phase Subtotal: | | | | \$258,985 | \$0 | \$51,797 | \$0 | \$0 | \$258,985 |
| Grand Total: | | | | \$258,985 | \$0 | \$0 | \$0 | \$0 | \$258,985 |

Revisions since STTC Meeting: Add CSJ 0902-90-362. Revise Glen View to Glenview Dr with no change to the physical location.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.8 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0266
Implementing Agency: BALCH SPRINGS **Location/Limits To:** ALONG ELAM, LAKE JUNE, AND BELT LINE RD
County: DALLAS **CSJ:** 0918-47-553
City: BALCH SPRINGS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 43,540 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0918-47-553 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$43,540 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-47-553 | STBG: | \$217,700 | \$0 | \$0 | \$0 | \$0 | \$217,700 |
| Phase Subtotal: | | | | \$217,700 | \$0 | \$43,540 | \$0 | \$0 | \$217,700 |
| Grand Total: | | | | \$217,700 | \$0 | \$0 | \$0 | \$0 | \$217,700 |

Revisions since STTC Meeting: Add CSJ 0918-47-553.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24036.9 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF **Modification #:** 2025-0268
Implementing Agency: NCTCOG **Location/Limits To:** COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE
County: VARIOUS **CSJ:** 0918-00-453
City: VARIOUS **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 1,197,516 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|--------------------|------------|--------------------|------------|-------------|--------------------|
| 2026 | IMP | 0918-00-453 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$1,197,516 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0918-00-453 | STBG: | \$5,987,580 | \$0 | \$0 | \$0 | \$0 | \$5,987,580 |
| Phase Subtotal: | | | | \$5,987,580 | \$0 | \$1,197,516 | \$0 | \$0 | \$5,987,580 |
| Grand Total: | | | | \$5,987,580 | \$0 | \$0 | \$0 | \$0 | \$5,987,580 |

Revisions since STTC Meeting: Add CSJ 0918-00-453.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24034.2 **Facility:** VA **Location/Limits From:** TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM **Modification #:** 2025-0269
Implementing Agency: WHITE SETTLEMENT **Location/Limits To:** ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD
County: TARRANT **CSJ:** 0902-90-363
City: WHITE SETTLEMENT **Desc:** INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH MONEY SET ASIDE FROM TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; FUNDING OFFSET BY A DECREASE ON TIP 24034/CSJ 0000-02-034; PROJECT GROUPED UNDER CSJ 5800-00-950
Comment: 55,233 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; PROJECT GROUPED UNDER CSJ 5800-00-950

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|--------------------|------------------|------------|-----------------|------------|-------------|------------------|
| 2026 | IMP | 0902-90-363 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$55,233 | \$0 | \$0 | \$0 |
| 2026 | IMP | 0902-90-363 | STBG: | \$276,165 | \$0 | \$0 | \$0 | \$0 | \$276,165 |
| Phase Subtotal: | | | | \$276,165 | \$0 | \$55,233 | \$0 | \$0 | \$276,165 |
| Grand Total: | | | | \$276,165 | \$0 | \$0 | \$0 | \$0 | \$276,165 |

Revisions since STTC Meeting: Add CSJ 0902-90-363.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24028 **Facility:** IH 20 **Location/Limits From:** BETHEL ROAD **Modification #:** 2025-0270

Implementing Agency: PARKER CO **Location/Limits To:** MAIN STREET

County: PARKER **CSJ:** 0314-07-086

City: WEATHERFORD **Desc:** CONSTRUCT NEW EASTBOUND ENTRANCE RAMP FROM BETHEL ROAD; CONSTRUCT NEW WESTBOUND EXIT RAMP TO BETHEL ROAD; WIDEN EXISTING BRIDGE (AUXILIARY LANES) OVER TIN TOP ROAD

Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS IT IS A DUPLICATE PROJECT OF TIP 21093.4/CSJ 0314-07-070

Comment: FUNDING CONTINGENT UPON PROJECT BEING DESIGNED TO PREVENT THROWAWAY WHEN THE IH 20 CORRIDOR IN THE AREA IS RECONSTRUCTED; TXDOT TO LET THE PROJECT ONCE DESIGNED BY PARKER CO; LOCAL CONTRIBUTION TO BE PAID BY PARKER COUNTY

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40078 **Facility:** CS **Location/Limits From:** ROSS AVENUE FROM GREENVILLE AVENUE **Modification #:** 2025-0278
Implementing Agency: DALLAS **Location/Limits To:** IH 345
County: DALLAS **CSJ:** 0918-47-325
City: DALLAS **Desc:** IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS
Request: ADD LOCAL CONTRIBUTION AND STBG FUNDING FOR ADDED ROADWAY CONSTRUCTION WORK; DELAY CONSTRUCTION TO FY2027; REVISE SCOPE TO RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS; GROUPED UNDER CSJ 5000-00-916
Comment: 1,140,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL CASH MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS; GROUPED UNDER CSJ 5000-00-916

CURRENTLY APPROVED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|------------------------|-------|-------------|-----------------------------|--------------------|------------|------------------|------------|------------------|--------------------|
| 2022 | ENG | 0918-47-325 | Cat 3 - Local Contribution: | \$0 | \$0 | \$0 | \$0 | \$474,368 | \$474,368 |
| 2025 | CON | 0918-47-325 | Cat 3 - TDC (MPO): | \$0 | \$0 | \$767,218 | \$0 | \$0 | \$0 |
| 2025 | CON | 0918-47-325 | Cat 9 TA Set Aside: | \$3,836,092 | \$0 | \$0 | \$0 | \$0 | \$3,836,092 |
| Phase Subtotal: | | | | \$3,836,092 | \$0 | \$767,218 | \$0 | \$0 | \$3,836,092 |
| Grand Total: | | | | \$3,836,092 | \$0 | \$0 | \$0 | \$474,368 | \$4,310,460 |

REVISION REQUESTED:

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

Revisions since STTC Meeting: REVISED REQUEST TO INDICATE THAT THE PROJECT IS GROUPED UNDER CSJ 5000-00-916.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

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

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

City: DALLAS **Desc:** REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)
Request: REVISE LIMITS TO HARRY HINES/MCKINNON COUPLER WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH; REVISE SCOPE TO PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLER INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER; DELAY ENGINEERING TO FY2026

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25101.4 **Facility:** VA **Location/Limits From:** TRANSIT SERVICE WITHIN THE SOUTHERN DALLAS INLAND PORT **Modification #:** 2025-0285
Implementing Agency: NCTCOG **Location/Limits To:** BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH 35E TO THE WEST

County: DALLAS **CSJ:** 0918-47-554
City: VARIOUS **Desc:** ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT, IMPLEMENTATION OF TRANSIT SERVICE OPERATIONS TO SUSTAIN ON-DEMAND SERVICE
Request: ADD RTR FUNDS TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO COVER COSTS INELIGIBLE FOR FY2021 RAISE GRANT
Comment: RELATED TO TIP 25101.1/CSJS 0918-47-437 & 0918-47-430 AND TIP 25101.2 & TIP 25101.3 IN THE TRANSIT LISTINGS; RTR FUNDS SERVE AS MATCH TO FY2021 RAISE GRANT FUNDS

STTC APPROVED:

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

REVISION REQUESTED:

| FY | Phase | CSJ | Funding Source | Federal | State | Regional | Local | Local Cont. | Total |
|---------------------|-------|-------------|------------------------|------------|------------|------------------|------------|-------------|------------------|
| 2025 | CON | 0918-47-554 | Cat 3 - RTR 121 - DA2: | \$0 | \$0 | \$841,896 | \$0 | \$0 | \$841,896 |
| Grand Total: | | | | \$0 | \$0 | \$841,896 | \$0 | \$0 | \$841,896 |

Revisions since STTC Meeting: Add CSJ 0918-47-554.

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25130.1 **Facility:** SH 121 **Location/Limits From:** AT GRAPEVINE MILLS MALL **Modification #:** 2025-0286

Implementing Agency: NCTCOG

County: TARRANT **CSJ:** 0000-02-094

City: GRAPEVINE **Desc:** PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE AN ELECTRIC VEHICLE CHARGER

Request: INCREASE ENGINEERING AND CONSTRUCTION FUNDING; OFFSET BY DECREASES ON TIP 25130.2/CSJ 0000-18-188 AND TIP 25130.3/CSJ 0000-02-095; DELAY CONSTRUCTION TO FY2026

Comment: ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; EVGo NETWORK; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.2/CSJ 0000-18-188, TIP 25130.3/CSJ 0000-02-095, AND TIP 25130.4/CSJ 0000-02-096

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

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

County: VARIOUS **CSJ:** 0000-02-096
City: VARIOUS **Desc:** S CLARK RD FROM S ROYAL OAK DR TO W WHEATL RD; BOLD RULER RD FROM BLUE MOUND RD TO HOLLER LOOP; DALLAS LOVE FIELD AIRPORT; PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE ELECTRIC VEHICLE CHARGERS AT UP TO 49 LOCATIONS
Request: INCREASE ENGINEERING AND IMPLEMENTATION FUNDING OFFSET BY DECREASE ON TIP 25130.2/CSJ 0000-18-188
Comment: ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; CHARGEPOINT SITE HOSTS; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.1/CSJ 0000-02-094, TIP 25130.2/CSJ 0000-18-188, AND TIP 25130.3/CSJ 0000-02-095

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED MAY 2025 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0244

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Revisions since STTC Meeting:

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2017 PROGRAM OF PROJECTS **Modification #:** 2025-0294

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

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

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

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

Revisions since STTC Meeting:

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

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

Request: REFINE FY2018 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
 Apportionment Year: FY2022 PROGRAM OF PROJECTS
 Modification #: 2025-0299
Request: REVISE FY2022 PROGRAM OF PROJECTS
 UZA: DALLAS-FORT WORTH-ARLINGTON
Comment: 89,259 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
 Funding Source: TRANSIT SECTION 5339 FUNDS

| Currently Approved: | | | FUNDING TABLE: | | | | | | | |
|----------------------------|-------------------------------|-----------|-----------------------|------------------|--------------|-----------------|--------------|------------|------------------|--|
| <u>TIP Code</u> | <u>DESCRIPTION</u> | <u>FY</u> | <u>PROJECT TYPE</u> | <u>FEDERAL</u> | <u>STATE</u> | <u>REGIONAL</u> | <u>LOCAL</u> | <u>TDC</u> | <u>TOTAL</u> | |
| 12736.22 | PURCHASE REPLACEMENT VEHICLES | 2025 | CAPITAL | \$500,000 | \$0 | \$0 | \$0 | 0 | \$500,000 | |
| 12793.22 | PROJECT ADMINISTRATION | 2025 | CAPITAL | \$69,542 | \$0 | \$0 | \$0 | 0 | \$69,542 | |
| | | | TOTAL: | \$569,542 | \$0 | \$0 | \$0 | 0 | \$569,542 | |

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Apportionment Year: FY2022 PROGRAM OF PROJECTS
Modification #: 2025-0300
Request: REVISE PROGRAM OF PROJECTS
UZA: DALLAS-FORT WORTH-ARLINGTON
Comment: RAISE GRANT AWARDED NOVEMBER 19, 2021; RELATED TO TIP 25101.1/CSJ 0918-47-430; LOCAL CONTRIBUTION BY CITY OF DALLAS; ADDITIONAL MATCH FOR FEDERAL FUNDING ARE REGIONAL TOLL REVENUE (RTR) PROGRAMMED ON TIP CODE 25101.1
Funding Source:

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

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2017 PROGRAM OF PROJECTS **Modification #:** 2025-0301

Request: REVISE FY2017 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

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

Revision Requested:

FUNDING TABLE:

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2019 PROGRAM OF PROJECTS **Modification #:** 2025-0302

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Revisions since STTC Meeting:

PROPOSED MAY 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year: FY2022 PROGRAM OF PROJECTS **Modification #:** 2025-0303

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5307 FUNDS

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

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

Revisions since STTC Meeting:

Implementing Agency: STAR TRANSIT

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

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

Revisions since STTC Meeting:



PM2/PM3 Performance Measure Targets

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

CHRIS KLAUS

REGIONAL TRANSPORTATION COUNCIL

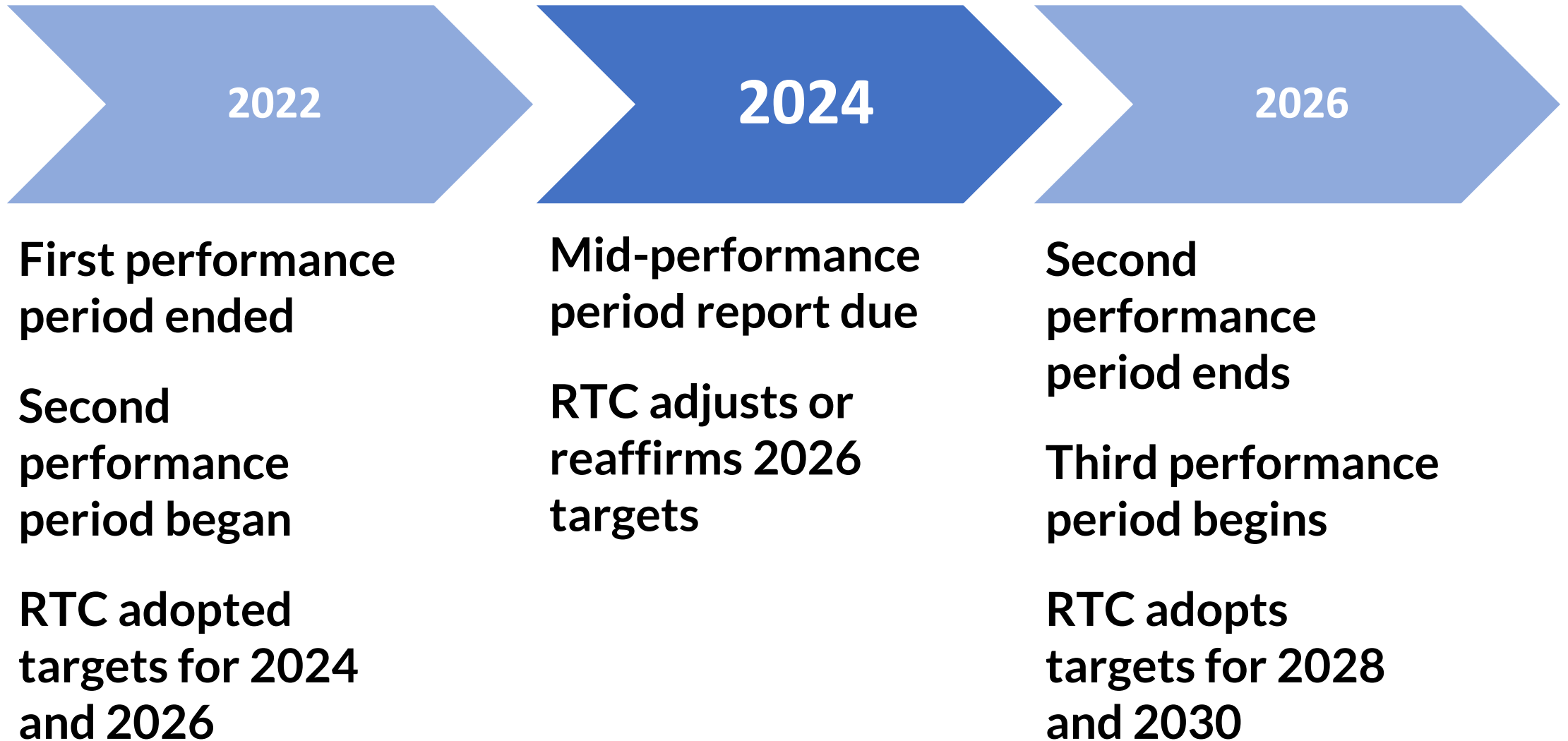
3.13.2025

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% |

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



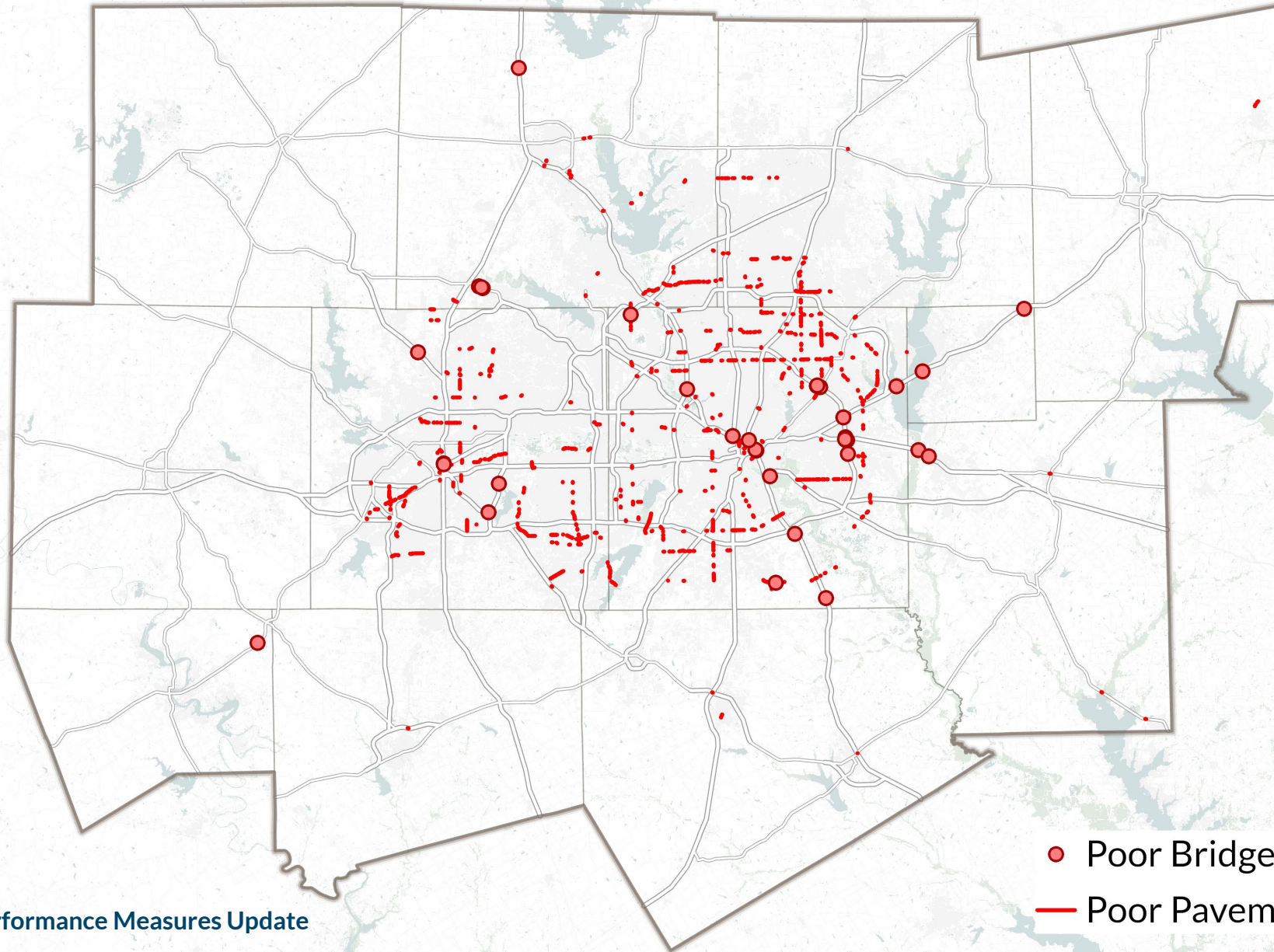
PM2 Measures (Region)

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

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



Poor Pavement and Bridges (NHS)



- Poor Bridges
- Poor Pavement



Addressing PM2 Measures

Pavement

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

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

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

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

Bridges

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

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

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

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



PM3 Measures and Targets - Part 2 (Region)

| Measure | Desired Trend Indicating Improvement | Latest Observed | | | Current Adopted Targets | | Conclusions |
|--------------------------------|--------------------------------------|-----------------|-------|-------|-------------------------|-------|--|
| | | 2021 | 2022 | 2023 | 2024 | 2026 | |
| Interstate Reliability | ↗ | 78.9% | 74.5% | 73.4% | 80.9% | 82.1% | More time needed to assess post-pandemic trend |
| Non-Interstate NHS Reliability | ↗ | 86.1% | 83.2% | 79.3% | 77.8% | 79.5% | Still above pre-pandemic levels |
| Truck Travel Time Reliability | ↘ | 1.76 | 1.81 | 1.85 | 2.10 | 2.60 | On track to meet 2026 target |

Action sought 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)



Proposed Action

Reaffirm support for TxDOT's 2026 targets for:

- ❖ Interstate Pavements in Good and Poor Condition
- ❖ Non-Interstate NHS Pavements in Good and Poor Condition
- ❖ NHS Bridges in Good and Poor Condition

Reaffirm NCTCOG's previously adopted 2026 targets for:

- ❖ Interstate Reliability
- ❖ Non-Interstate NHS Reliability
- ❖ Truck Travel Time Reliability



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cklaus@nctcog.org

www.nctcog.org/pm/fed





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

Regional Transportation Council

March 13, 2025

Karla Windsor, Senior Program Manager

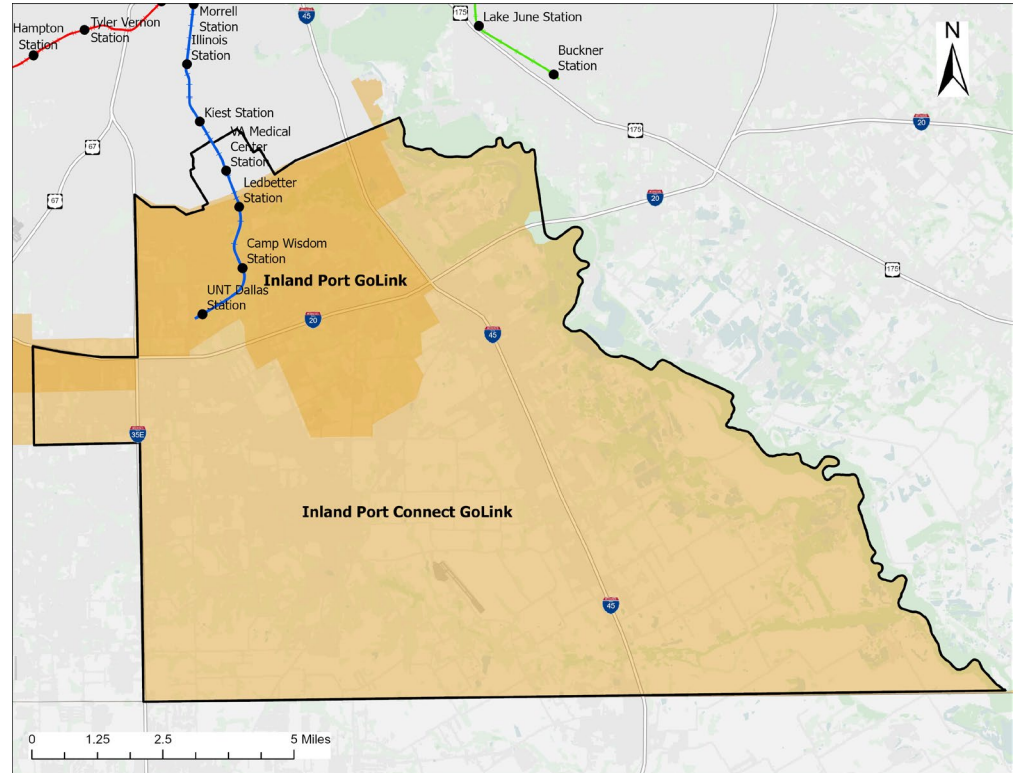
Current Inland Port Transit Services



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



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



Funding Background

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

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



Service Transition

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



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

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

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

City of Wilmer & Hutchins

Create one combined zone

City of Lancaster

Create a new zone

City of DeSoto

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



Estimated Service Cost for Revised On-Demand Service

Operating Costs¹

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



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

Southern Dallas Inland Port Transit Request

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



Action Requested

RTC Approval to:

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

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



For More Information

Karla Windsor, AICP

Senior Program Manager

Land Use and Mobility Options

kwindsor@nctcog.org

817-608-2376

Gypsy Gavia

Program Manager

Land Use and Mobility Options

ggavia@nctcog.org

817-695-9134



02/2025

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

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

Background

Project Overview

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

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

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

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

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

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

Impacts of the Research

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

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

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

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

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

University leads: University of Texas at Dallas (UTD)

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

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

Office of the CIO

Frank Feagans, Brian Dourty and
Kishore Thakur

Facilities and Economic Development

Calvin Jamison

Project budget: \$1,390,000

NCTCOG Contribution: \$295,000

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

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

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

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February 10, 2025

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

Re: NCTCOG finds that alignment "2(b)" would threaten the Texas electric grid

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 memorialize the following legally binding quote and admission by the North Central Council of Governments ("NCTCOG") through its authorized agent, Michael Morris:

"I am probably hurting the electric grid by advocating high-speed rail."

Michael Morris, Digital Roundtable (September 18, 2024).

NCTCOG, as it must, unequivocally concludes that alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is a threat to the Texas electric grid – and by necessary extension, a threat to the safety and security of Dallas residents in their homes.

Of course, NCTCOG conveniently omitted this quotation of *its own finding* of yet another in the long list of significant adverse environmental and economic consequences of alignment "2(b)" from its August 23, 2023 letter to the Federal Transit Administration seeking official government action. It would likewise appear that this is another instance of a material omission in its disclosures to its own RTC Members.

Ken Kirkpatrick
General Counsel
February 10, 2025
Page 2

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

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February 17, 2025

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

Re: NCTCOG's favoring the Arlington Entertainment District over other cities, including the City of Dallas: NCTCOG/Morris attempt to ignore the TRE Corridor, even after determining it to be the best option available for higher-speed rail and could achieve a 35-minute travel time between Downtown Dallas and Downtown Fort Worth (Note: even after finding alignment "2(b)" on the I-30 Corridor fatally flawed and impossible)

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 correspondence is limited to uncovering and exposing yet another of the apparently intentional misleading mischaracterizations by the North Central Texas Council of Governments (the "NCTCOG"), including through its authorized representative Michael Morris, as part of its improper and noncompliant refusal to consider reasonable alternatives to its legally precluded and economically and environmentally flawed alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, specifically as it relates to the Trinity Railway Express (the "TRE").

For nearly 30 years, the TRE has served the North Texas region with a "convenient and reliable transportation option for commuters and travelers, connecting the downtown areas of Dallas and Fort Worth, as well as several suburbs along the route." <https://trinityrailwayexpress.org/about-us/>. The TRE is heralded as one of the nation's most popular commuter rail routes. This economical route for commuters has the additional benefit of "provid[ing] access to DFW Airport." January 23, 2025 NCTCOG Executive Committee Meeting.

Further, Michael Morris has conceded to the regional success of the stalwart TRE – *i.e.*, he is quoted as recognizing the TRE as "obviously the backbone of the region" for transportation. Dallas Area Rapid Transit ("DART") January 2025 Committee Meetings Video Transcript.

The TRE uses rolling stock on the TRE Corridor that can travel 110 miles per hour. *See* <https://trinityrailwayexpress.org/about-us/>. NCTCOG has conceded, in the "Final Report" it

Ken Kirkpatrick
General Counsel
February 17, 2025
Page 2

“coordinated,” that the **“travel time achievable” between Downtown Dallas and Downtown Fort Worth on the TRE Corridor can be reduced to “35 minutes.”** Dallas-Fort Worth Core Express Service Alternative Analysis Final Report (the “NCTCOG-Coordinated Final Report”), p. 39. That same NCTCOG-coordinated Final Report concluded that using the “the TRE corridor [for possible future higher-speed rail] . . . mak[es] it possible . . . for 90 mph, 125 mph, or 125+ mph maximum speed alignments . . .” *Id.* at 23-24. Finally, when specifically asked by a member of the public whether “the existing TRE rail [] could be upgraded for much less of an additional investment to operate near the 20 minute travel time,” NCTCOG’s own Program Manager confirmed: “you’re correct in that there is a way to do that maybe on the TRE corridor.” January 27, 2021 NCTCOG Public Meeting.

Morris also explains that “increasing the speeds of the TRE,” thereby “*significantly*” decreasing travel times between Downtown Dallas and Downtown Fort Worth on the TRE Corridor, can be readily accomplished – through the easy implementation of “skip stop operation.” That is simply, in Morris’ own words, “where the train doesn’t have to stop at every station.” *See* DART January 2025 Committee Meetings Video Transcript. Morris tautologically adds, for good measure: “skip-stop operation . . . would be a much better path forward” because “[w]hat slows the [TRE] train down is that it doesn’t have skip-stop operation and stops at every station.” *Id.*

The NCTCOG-coordinated Final Report also summarily concludes: “The TRE Corridor offers the best financial viability, with the lower capital costs” for possible future Dallas-to-Fort Worth higher-speed rail. NCTCOG-Coordinated Final Report, p. 87. Morris relatedly concedes that focusing on improving the TRE would have the collateral and accretive benefit of “advanc[ing] our north-south freeways.” *Id.* Even Amtrak has repeatedly touted the TRE as a “great connection” for the “separate” possible future Dallas to *Houston* high-speed rail line for which it has at times expressed varying levels of interest. *See* November 2024 High-Speed Rail Alliance Video Transcript.

In comparison to the numerous NCTCOG-admitted benefits of the TRE Corridor for Downtown Dallas to Downtown Fort Worth travelers, NCTCOG has admitted that alignment “2(b)” on the I-30 Corridor is impossible and fatally flawed. More specifically, the very same *NCTCOG*-coordinated Final Report, championing a TRE Corridor alignment for possible future Dallas-to-Fort Worth higher-speed rail service, concluded that alignment “2(b)” utilizing the I-30 Corridor is “fatally flawed,” “possesses considerable obstacles to implementation,” and as a result, NCTCOG participated in having it “dropped from further consideration.” *See* NCTCOG-Coordinated Final Report, pp. ES-5-6.

As strikingly, and as we have previously determinatively shown, NCTCOG’s own published standards result in a fatal flaw finding for alignment “2(b)” on multiple bases and Michael Morris himself has unequivocally represented to Regional Transportation Council Members that “alignment . . . 2(b) [is] no longer possible.” *See* July 11, 2024 Regional Transportation Council Meeting; *see also* January 27, 2025 Letter to NCTCOG General Counsel.

Even setting aside (i) the phone book thick stack of legal and procedural bars to alignment “2(b),” (ii) the long list of admitted benefits of the TRE Corridor over the NCTCOG-admitted fatally flawed and impossible I-30 Corridor/alignment “2(b),” and (iii) the economic and environmental devastation NCTCOG actually knows alignment “2(b)” would cause to the City of Dallas, the travel time for alignment “2(b)” is not even materially quicker than the 35 minutes of travel time NCTCOG concedes could be met along the TRE Corridor.

That, in the face of the above incontrovertible set of facts, NCTCOG now attempts to muscle through the admittedly fatally flawed and impossible alignment “2(b)” and intentionally ignore the admittedly preferable TRE Corridor alignments, further establishes a clear, and totally improper, climate of favoritism for the Arlington Entertainment District and its restaurant and other business owners, to the detriment of other cities in the region, including the City of Dallas.

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.

Ken Kirkpatrick
General Counsel
February 17, 2025
Page 4

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

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February 17, 2025

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

Re: Fiduciary responsibility to fully apprise the NCTCOG Executive Committee regarding the numerous legal preclusions of alignment “2(b)” and the legal impropriety of continuing to waste millions of dollars in public monies pursuing the admittedly “fatally flawed” and catastrophically damaging alignment “2(b)” in the procedurally and legally defective “environmental assessment”

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”). You have confirmed you represent the North Central Texas Council of Governments (the “NCTCOG”).

You are of course readily aware without my prompting of your strict fiduciary duty to fully and timely apprise the Executive Board of NCTCOG regarding the numerous legal deficiencies I have been obliged to objectively and conclusively expose regarding alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. However, there is (disturbingly) no evidence that the Members of the Executive Board of NCTCOG have been so requisitely informed by you on this important issue.

It is a matter of practical certainty that the NCTCOG Executive Board, when actually fully apprised, would immediately put a complete stop to the gross waste of public monies surrounding what has been recently been reported by NCTCOG to be ten million dollars of public monies fiduciarily entrusted to NCTCOG in persisting with the so-called but legally improper “environmental assessment” of alignment “2(b),” including but certainly not limited to for the reasons and bases articulately summarized in this letter below (and prior correspondence).

In addition to that clear waste of public monies, we note the latest attempted bullying by NCTCOG of members of the public and elected officials who simply raise their hands with reasonable questions regarding the admittedly “fatally flawed” alignment “2(b).” NCTCOG’s threat to heave “one million dollars” in legal fees against and at my clients for merely sending letters to you (and through you, NCTCOG) plainly showing (largely using NCTCOG’s own quoted admissions) the numerous legal bars to alignment “2(b)” further evidences an abusive

Ken Kirkpatrick
General Counsel
February 17, 2025
Page 2

attempt to silence stakeholders such as my clients in favor of a non-transparent and clearly biased process.

Even setting aside the relative size of the “one million dollars” proposed to be stripped from RTC Local Funds to simply respond to certain letters (which, of course, would be easily obviated if alignment “2(b)” is simply withdrawn from review), it is also not clear whether the Executive Board has been informed of NCTCOG’s December 2022 express representation to the Regional Transportation Council Members that RTC Local Funds would only be used for projects *outside* the federal process. As you know, any National Environmental Protection Act “environmental analysis” of alignment “2(b)” would be squarely inside the federal process.

TEXAS’ LEADING ECONOMIST WARNS: ALIGNMENT “2(B)” WOULD CAUSE MASSIVE AND GENERATIONAL DAMAGE TO DOWNTOWN DALLAS

- A leading, and highly respected, economist in the State of Texas, Ray Perryman, has concluded in a comprehensive written report that alignment “2(b)” – careening above-ground through Downtown Dallas – would result in billions of dollars of damages as well as significant financial losses each year negatively economically impacting the City of Dallas.
- This massive damage to Downtown Dallas will include (1) directly imperiling the success of the multi-billion dollar Kay Bailey Hutchison Convention Center, (2) ruining the planned six billion dollar Hunt Reunion development, (3) destroying the existing Reunion Tower and its iconic “Ball,” and (4) significantly damaging the adjoining Reunion Hyatt Regency (and, with it, the Dallas skyline).
- No one would suggest tearing down the multi-billion dollar Globe Life Field or AT&T Stadium, yet alignment “2(b)” will just as catastrophically act as a bulldozer to the six billion dollar Hunt Reunion development and Reunion Tower and Hyatt Regency, and stop the multi-billion KBH Convention Center from fully realizing its economic and budgeted potential.

NCTCOG ADMITS ALIGNMENT “2(B)” IS “FATALLY FLAWED”

- NCTCOG, through Michael Morris, is quoted on record as admitting “alignment . . . 2(b) [is] no longer possible.”
- NCTCOG admits it coordinated a Final Report that expressly concluded alignment “2(b)” is “fatally flawed” and disqualified “from further consideration.”
- Under NCTCOG’s *own* current and published standards, alignment “2(b)” is fatally flawed on multiple bases. As one example, NCTCOG admits that alignment “2(b)” could not meet its own-instituted travel time requirement.

●NCTCOG admits that alignment “2(b)” must be analyzed (and stand or fall) separately from the “separate” and “standalone” possible future Dallas-to-*Houston* high-speed rail route – yet, NCTCOG admits that it is not “realistic” that alignment “2(b)” could ever stand on its own apart from that “separate” possible Dallas-to-*Houston* route (and NCTCOG even admits that alignment “2(b)” could never get past the “theoretical” in being able to “exist” without the Houston route).

NCTCOG ADMITS TO THE ENFORCEABILITY OF MASTER AGREEMENT LEGALLY BARRING ALIGNMENT 2(B)

●Alignment “2(b)” is legally precluded and prohibited by the express terms of the Master Agreement between the City of Dallas and Hunt, which has been in place (and in the public record) since 1975. Alignment “2(b)” would unlawfully interfere with the City’s and Hunt’s specific rights under that enforceable legal contract.

●NCTCOG has publicly acknowledged the Master Agreement is legally enforceable.

●Alignment “2(b)” is simply not legally possible given the Master Agreement.

ALIGNMENT “2(B)” WILL SIGNIFICANTLY SLOW TRAFFIC ON I-30

●Alignment “2(b)” will create and greatly worsen congestion and reduce speeds and travel time on I-30 because it will require, using NCTCOG’s *own* published information, 62 to 100 feet of highway space along that highway corridor. Every foot along I-30 used for alignment “2(b)” would obviously be a foot that was taken away from the automobile lanes on I-30.

●Alignment “2(b)” would have the result of taking away between five and eight lanes of traffic on I-30 – including fast-moving 70+ mile per hour TEXpress managed lanes – that could otherwise be used for automobiles and buses to move quickly down I-30.

ALIGNMENT “2(B)” IS NOT HIGH-SPEED RAIL IN THE FIRST PLACE

●Alignment “2(b)” could not be considered “high-speed rail” given the inability of a train to achieve and sustain the speed necessary to be considered “high-speed” due to the short route and the proposed stop at the Arlington Entertainment District.

●Alignment “2(b),” *using NCTCOG’s own statements*, would have an average speed of just 74 miles per hour. But, even NCTCOG is quoted as conceding that “there is no reason that [drivers] can’t go 60-80 miles per hour” on I-30’s TEXpress managed lanes – even in the most heavy traffic periods. Alignment “2(b)” – by NCTCOG’s own admissions – could not meet the NCTCOG-instituted requirement of a “reasonable improvement in time” over car traffic (as Michael Morris is quoted as saying: “if we’re not able to orders of magnitude improve on

[compet[ing] with the automobile], then you know we're probably not going to be in the high-speed rail business.").

- Alignment "2(b)" fails the travel time deadline NCTCOG itself internally instituted (even without considering, as NCTCOG concedes is required, the actual travel time for a rider to get from their homes to the rail station, park, buy a ticket, wait for the train, travel to Fort Worth, disembark and find another vehicle to get them to their ultimate destination).

THE TRINITY RAILWAY EXPRESS ALREADY EXISTS AND CAN PROVIDE COMPETITIVE SPEEDS AND TRAVEL TIMES

- NCTCOG admits that the Trinity Railway Express (the "TRE"), which Michael Morris calls the "backbone of the region," can be advanced to achieve a time competitive to alignment "2(b)'s" estimated speeds and travel time between Downtown Dallas and Downtown Fort Worth.

- The TRE uses rolling stock on the TRE Corridor that can travel 110 miles per hour. NCTCOG has conceded, in the "*Final Report*" it "coordinated," that the **"travel time achievable" between Downtown Dallas and Downtown Fort Worth on the TRE Corridor can be reduced to "35 minutes."**

- That same NCTCOG-coordinated Final Report concluded that using the "the TRE corridor [for possible future higher-speed rail] . . . mak[es] it possible . . . for 90 mph, 125 mph, or 125+ mph maximum speed alignments . . ."

- When specifically asked whether "the existing TRE rail [] could be upgraded for much less of an additional investment to operate near the 20 minute travel time," NCTCOG's own Program Manager quickly confirmed: "you're correct in that there is a way to do that maybe on the TRE corridor."

NCTCOG IMPROPERLY FAVORS THE ARLINGTON ENTERTAINMENT DISTRICT OVER THE CITY OF DALLAS

- NCTCOG admits it is in "*collaboration* with the City of Arlington" in its push for its favored Arlington Entertainment District to have a station for possible future higher-speed rail, even though NCTCOG has also admitted that is now legally prohibited because Arlington has thrice refused to join a transit authority.

- In comparison to Arlington, the City of Dallas has utilized 1% of its discretionary sales tax revenue to contribute over \$400 million per year to regional transportation.

- NCTCOG continues its favoritism for the restaurant and other business owners in the Arlington Entertainment District. NCTCOG has stated its priority of "[m]inimiz[ing] impact to private properties" in the Arlington Entertainment District, but at the same time pushes alignment "2(b)"

that would massively negatively impact private properties in Downtown Dallas, including the Hunt Reunion Development and Reunion Tower and Hyatt Regency.

- This collusion by NCTCOG regarding alignment “2(b)” will cause a funnel of consumer dollars from the City of Dallas to the Arlington Entertainment District. The City of Arlington has admitted it wants a high-speed rail station in the Arlington Entertainment District “for people [and their wallets] to get to Arlington” to “elevate Arlington’s competitive position in the region to capture a larger share” of “revenue” in relation to other cities, including Dallas.
- A member of the Regional Transportation Council, who is also the Mayor of Arlington (who is quoted as stating he “do[esn’t] give a damn” about the Dallas City Council’s June 2024 Resolution against alignment “2(b)”), has publicly stated his involvement and potential ownership interest in at least one restaurant in the Arlington Entertainment District.

NCTCOG HAS ATTEMPTED – UNDER COLOR OF LAW – TO BULLY THE DALLAS CITY COUNCIL TO KNUCKLE UNDER TO THE LEGALLY PRECLUDED ALIGNMENT “2(B)”

- In 2024, Michael Morris put “on hold” multiple “key” public transportation projects – *totally unrelated to higher-speed rail* – for the benefit of the City of Dallas as a means by which to pressure and muscle the Dallas City Council to drop opposition to alignment “2(b).” This threatened retaliation, under color of law, using federally-funded tax dollars as a weapon, is captured in the following quote by Morris:

Michael Morris: “I do need to report to you that we have been working for close to a year on five or six key City of Dallas items I have them on hold. I can’t proceed with these items we’ve been dealing with for a year or so at the same time we are dealing with other policy issues with regard to high-rail interests. So, I hope to resolve the high-speed rail issues as quickly as possible, permit the Dallas projects to go through public meeting and then un-hold them.”

NCTCOG HAS INTENTIONALLY NOT COMPLIED WITH NEPA REGULATIONS AND PROCEDURES

- NCTCOG purports to be conducting an “environmental assessment,” supposedly under the National Environmental Policy Act (“NEPA”).
- NCTCOG has admitted that this “class of action” review is not the proper process for assessing the negative impacts of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rails, including the so-called alignment “2(b).”
- The obvious and apparent significant adverse environmental and economic consequences of alignment “2(b)” would require – as NCTCOG has stated – the more rigorous “environmental

impact statement” analysis in accordance with NEPA. Any supposed “environmental analysis” is a legally nullity.

- The announced \$10 million in government funds being used by NCTCOG in the legally and procedurally void “environmental assessment” process is a rank and complete waste of government monies that were fiducially entrusted to NCTCOG for proper and legally compliant use and disbursement related to viable transportation needs.
- The actions of NCTCOG have further polluted the supposed but improper and precluded “environmental assessment” as it has violated the required “transparent process” even NCTCOG concedes is required.
- NCTCOG has further violated NEPA procedures in, among multiple other things, its “predetermined result,” aggressively favoring alignment “2(b)” without adequate analysis of reasonable alternatives.

NCTCOG’s “ONE-SEAT RIDE” ARGUMENTS CONTRADICT ITS OWN ADMISSIONS

- NCTCOG’s imagined “one-seat ride” notions are legally precluded as that would require the federally prohibited “predetermination” that Japanese Shinkansen technology, tracks, and trains (proposed to be used on the Dallas-to-*Houston* route) be chosen for use for any possible future Dallas-to-Arlington Entertainment District-to-Fort Worth route. NCTCOG admits that this would constitute what *it* calls “bias” and would not allow for any “fair evaluation.”
- NCTCOG has already admitted it has entered legal agreements that would preclude “one-seat ride,” including its quoted admission that it has a legal “agreement” “that we would have a cross-platform transfer” (that would not constitute “one-seat ride” but would be conducive to an *underground* alignment in Downtown Dallas).
- NCTCOG’s own publicly announced plans for the routes north and east out of the metroplex would also preclude NCTCOG’s “one-seat ride” imaginations even if alignment “2(b)” could proceed.
- Alignment “2(b)” would entail at least a *five*-seat ride to DFW Airport.

THERE IS NO FINAL LOCATION OR DESIGN FOR A DALLAS STATION FOR DALLAS-TO-HOUSTON HIGH-SPEED RAIL

- NCTCOG misrepresents that a Dallas station for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail must be 75 feet above-ground to fit a possible future location for a Dallas station to be used for Dallas-to-*Houston* high-speed rail.
- The proposed design and location of a Dallas station for possible future Dallas-to-*Houston* high-speed rail is, from a legal perspective, merely “preliminary,” “conceptual,” “subject to change,” and is further contingent upon, among other things, “[c]oordination with [and approval by] the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies.” It is not “*final*” in any way.
- Amtrak has conceded that the five-year old outdated and stale prior “approvals” relating to the Dallas-to-*Houston* route are subject to required review given the long lapse in time.

THE STACK OF SIGNIFICANT ENVIRONMENTAL NEGATIVE IMPACTS TO ALIGNMENT “2(B)”

- Alignment “2(b)” will deface and ruin Martyrs Park.
- Alignment “2(b)” threatens the Trinity River Corridor, including Harold Simmons Park, the Ron Kirk Pedestrian Bridge, and the Calatrava Bridges.
- Alignment “2(b)” is an attack on West Dallas and its residents – alignment “2(b)” will be a massive burden on these neighborhoods with no commensurate benefit.
- The noise pollution of an above-ground alignment “2(b),” careening through Downtown Dallas, slicing through the Hunt Reunion planned development, will not only massively damage the Reunion Hyatt Regency and the planned six-billion dollar Hunt Reunion development, but ruin any walkability in the neighborhood.
- NCTCOG admits that alignment “2(b)” will negatively impact the ability of ERCOT to provide power to other customers.
- The visual pollution caused by alignment “2(b)” will environmentally (beyond economically), significantly damage Downtown Dallas.
- Alignment “2(b)” will negatively impact the development of badly needed workforce housing for Dallas.

EXAMPLES OF NCTCOG’S MISLEADING STATEMENTS AND MATERIAL OMISSIONS TO THE FTA, THE RTC AND THE PUBLIC

- NCTCOG intentionally failed to disclose to the Federal Transit Administration (the “FTA”), in a request for official action, that alignment “2(b)” had already been found to be “fatally flawed” in a Final Report coordinated by NCTCOG.
- NCTCOG intentionally did not disclose to the FTA that alignment “2(b)” is legally precluded by the Master Agreement between the City of Dallas and Hunt, as described above;
- NCTCOG misrepresented to the FTA that alignment “2(b)” would not “cause significant change in land use,” even though it would forever alter and massively negatively impact the future economic and urban growth of Dallas’ Central Business District, including to the planned multibillion Kay Bailey Hutchison Convention Center and the six-billion dollar planned Hunt Reunion development.
- NCTCOG misrepresented to the FTA that alignment “2(b)” “would not separate or divide neighborhoods,” even though alignment “2(b)” would dramatically negatively impact existing West Dallas neighborhoods and create barriers for their growth and economic development.
- Generally showing a lack of credibility, NCTCOG misrepresented the public, and totally ignored practicality, by stating that “thousands” of Texas A&M University students will supposedly “conveniently make day trips between Fort Worth and College Station on high-speed rail to pursue higher education.”

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
February 17, 2025
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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

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February 24, 2025

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

Re: NCTCOG admits alignment “2(b)” would not be faster than auto and bus travel on I-30 managed lanes

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 correspondence is limited to exposing yet another example of the non-viability of alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (in addition to and distinct from the numerous legal preclusions of and massive environmental and economic damages that would result from alignment “2(b)”).

According to NCTCOG’s Michael Morris, higher-speed rail is neither viable nor practical unless it can “by orders of magnitude improve on” the speed in which automobile traffic can flow along I-30. *See* September 2020 Transcription of NCTCOG Public Meetings. As Michael Morris expands, if higher-speed rail cannot greatly improve upon automobile travel time, “we’re probably not going to be in the high-speed rail business.” *Id.*

Solely using NCTCOG’s own admissions, alignment “2(b)” cannot meet this Michael Morris-instituted standard.

More specifically, as we have previously cited in correspondence to you, NCTCOG states that travel time on possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail will average 74 miles per hour (31 miles in 25 minutes).

Yet, Michael Morris also concedes that – even in rush hour traffic – “there is no reason that you can’t go 60-80 miles per hour” driving on I-30 between Dallas and Fort Worth in the TEXpress managed lanes. January 2025 DART Committee as a Whole Meetings. Morris himself explains that (again, even in rush hour) “the reason why those speeds [driving on I-30] are 60-70 miles

per hour is every six minutes the rate is adjusted to maintain a fast travel.” *Id.*; *see also* TEXpress Lanes Project Fact Sheet, Winter Q1 (2024).

By NCTCOG’s own admission, alignment “2(b)” fails *yet another* NCTCOG-imposed test: alignment “2(b)” cannot improve upon (much less by “orders of magnitude improve upon”) automobile and bus travel times on I-30 managed lanes between Dallas and Fort Worth. In fact, Morris admits alignment “2(b)” will at times be slower than car travel.

Of course, this NCTCOG-admitted failure of alignment “2(b)” – among the stack of others – is shown even before factoring in what NCTCOG calls the “overall trip duration” that *it* states must be examined in fairly comparing different travel options. As we have cited to you in prior correspondence, NCTCOG admits it is imperative to “consider[] travel to and from the [rail station] and prearrival requirements.” NCTCOG’s DFW High-Speed Update, 2024 Newsletter, Issue #1. This necessarily includes the time required for a person to drive from home (or get to a DART stop or station and ride) to the Dallas higher-speed rail station, park, buy a ticket, wait for the next train, board the train, travel to the Fort Worth higher-speed rail station, disembark, and then find another vehicle to get to the person’s final destination. Considering, as NCTCOG states is required, the “overall trip duration,” alignment “2(b)” is “by orders of magnitude” much slower – not faster – than car and bus travel.

Notably on this point, the Vice President of HNTB, which is in the business of, *inter alia*, promoting high-speed rail for its “partner” clients such as NCTCOG, indents a primary requirement that high-speed rail must “be competitive with automobile traffic.” *Id.* By NCTCOG’s own admission, alignment “2(b)” loses in every competition with the TEXpress managed lanes on I-30 between Dallas and Fort Worth.

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
February 24, 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

Eric Gambrell

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March 3, 2025

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

Re: Ray Perryman economic study confirms the billions in massive economic and environmental damages that would be wreaked by 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”).

Please see the attached report by Ray Perryman (widely regarded as one of Texas’ leading economists and whose work is and has been utilized, adopted, endorsed and cited by the North Central Texas Council of Governments [the “NCTCOG”]), which concludes that alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail will cause billions of dollars in damages as well as significant financial losses each year negatively economically and environmentally impacting the City of Dallas. We are, of course, happy to provide the voluminous appendices at your request.

NCTCOG is, and at all relevant times has been, on actual notice of these professionally studied and concluded (as well as the numerous other) significant adverse economic and environmental impacts that would result from alignment “2(b).”

NCTCOG is, and at all relevant times has been, under the legal obligation to fully disclose and not conceal these (and all of the numerous other) known significant adverse economic and environmental impacts resulting from alignment “2(b)” to multiple persons and entities, including but not limited to the Federal Transit Administration, the Federal Railroad Administration, and the Surface Transportation Board.

NCTCOG is, and at all relevant times has been, legally obligated to withdraw (and was in clear legal error in filing) any application, work, assessment and/or analysis regarding alignment “2(b),” including but not limited to the known legally precluded and procedurally infirm supposed “environmental assessment” relating to alignment “2(b).”

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)”

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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,

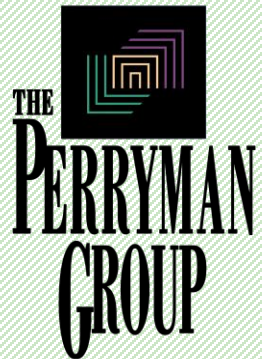
/s/ Eric Gambrell

Eric Gambrell

Attachment

The High Cost of Alignment “2(b)”

Higher Speed Rail to the Arlington Entertainment District/Fort Worth Threatens the Hyatt Regency Dallas and the Reunion Development, Jeopardizing **\$6 Billion** in Annual Economic Activity in Dallas*



* This is a synopsis of a larger study; a companion study will examine additional potential issues.



Overview of Economic & Fiscal Losses

Alignment “2(b)” threatens the sustainability of the Hyatt Regency Dallas and planned Reunion Development. A significant construction investment which would enhance the area would also be foregone. In addition, ongoing annual losses would be substantial when hotel operations, tourism, employment at the new development, and spending by residents are considered. The related tax receipts generated by this business activity would also be foregone, causing substantial revenue losses for the City of Dallas and other local entities, as well as the State of Texas. These losses are described in further detail in the following slides.

Construction losses

-\$4.3 b
in spending

-18,500
job-years

-\$32.7 m
City of Dallas

-\$63.6 m
other local entities

Annual ongoing losses

-\$6.0 b
in spending

21,000
jobs

-\$78.2 m
City of Dallas

-\$135.3 m
other local entities

Closure of the Hyatt Regency Dallas

Alignment “2(b)” of proposed higher speed rail to Fort Worth threatens the viability of the Hyatt Regency Dallas due to the extremely close proximity of the elevated tracks and resulting changes that would be required, from reorienting the hotel entrance and lobby to closing large numbers of rooms. The hotel is an important element for tourism for the City of Dallas as well as the nearby Kay Bailey Hutcheson Convention Center, bringing in substantial numbers of tourists. It is also adjacent to the iconic Reunion Tower, which often defines the image of Dallas in popular culture.



The Potential Economic Impact of Closing the Hyatt Regency Dallas on Business Activity in Dallas

Annual Losses

| | Total Expenditures | Gross Product | Personal Income | Jobs |
|-------------------------|---------------------|-------------------|-------------------|----------------|
| Hotel Operations | -\$236.5 m | -\$120.2 m | -\$75.4 m | -1,255 |
| Tourism | -\$1,458.3 m | -\$833.7 m | -\$499.9 m | -9,171 |
| Total | -\$1,694.7 m | -\$953.9 m | -\$575.3 m | -10,425 |

Note: Based on current operations levels and related dynamic effects. Monetary values in millions of 2024 US dollars. All results presented above include multiplier effects, which are the dynamic responses across the economy. Components may not sum to totals due to independent rounding.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Foregoing the Reunion Development

Alignment “2(b)” also threatens proposed development around Reunion Tower which includes additional hotel capacity, multi-family housing (including much-needed affordable housing), and commercial space. The \$6 billion development would lead to notable increases in business activity during construction and sustained impacts once operational, but the proposed higher speed rail to Fort Worth with alignment “2(b)” may make it impossible for the project to go forward.



The Potential Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas

Construction Losses

| | Total Expenditures | Gross Product | Personal Income | Job-Years |
|-----------------------------------|---------------------|---------------------|---------------------|----------------|
| Infrastructure | -\$36.4 m | -\$17.3 m | -\$11.8 m | -156 |
| Park | -\$9.4 m | -\$4.6 m | -\$3.2 m | -41 |
| Office | -\$1,555.0 m | -\$749.6 m | -\$510.3 m | -6,849 |
| Retail | -\$43.0 m | -\$20.6 m | -\$14.0 m | -187 |
| Wellness/Retail | -\$45.6 m | -\$22.2 m | -\$15.1 m | -203 |
| Entertainment & Retail | -\$43.2 m | -\$20.9 m | -\$14.2 m | -190 |
| Hotel | -\$1,065.2 m | -\$502.8 m | -\$341.0 m | -4,582 |
| Multifamily | -\$1,543.9 m | -\$694.7 m | -\$467.6 m | -6,337 |
| Total | -\$4,341.5 m | -\$2,032.7 m | -\$1,377.1 m | -18,546 |

Note: Based on current development plans and related dynamic effects. Monetary values in millions of 2024 US dollars. A job-year is one person working for one year, though it could be multiple individuals working partial years. All results presented above include multiplier effects, which are the dynamic responses across the economy.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

The Potential Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas

Ongoing Annual Operations Losses

| | Total Expenditures | Gross Product | Personal Income | Jobs |
|----------------------|---------------------|---------------------|---------------------|----------------|
| Office | -\$5,499.8 m | -\$2,647.5 m | -\$1,500.9 m | -18,587 |
| Retail | -\$56.8 m | -\$33.6 m | -\$20.0 m | -372 |
| Wellness | -\$44.4 m | -\$24.3 m | -\$17.1 m | -242 |
| Entertainment | -\$60.4 m | -\$28.1 m | -\$17.6 m | -279 |
| Hotel | -\$197.1 m | -\$100.1 m | -\$62.8 m | -1,046 |
| Multifamily | -\$22.0 m | -\$11.8 m | -\$8.3 m | -104 |
| Total | -\$5,880.6 m | -\$2,845.5 m | -\$1,626.7 m | -20,630 |

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Monetary values in millions of 2024 US dollars. All results presented above include multiplier effects, which are the dynamic responses across the economy.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

The Potential Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas

Other Ongoing Losses

| | Total Expenditures | Gross Product | Personal Income | Jobs |
|---|--------------------|---------------|-----------------|--------|
| Total Tourism and Hotel Operations | -\$1,412.3 m | -\$794.9 m | -\$479.4 m | -8,688 |
| Residential Spending and Consumption | -\$581.2 m | -\$287.4 m | -\$177.2 m | -3,007 |

Note: Based on current development plans, typical visitor and resident spending patterns, and related dynamic effects. Monetary values in millions of 2024 US dollars. All results presented above include multiplier effects, which are the dynamic responses across the economy.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Fiscal Effects

Business activity generates tax revenue, and the economic losses caused by closing the Hyatt Regency Dallas and foregoing the Reunion development would reduce taxes to the State and local taxing entities (cities, counties, school districts, hospital and education districts, DART, and others) which would otherwise be available to fund local priorities.



The Potential Fiscal Impacts of Closing the Hyatt Regency Dallas and Foregoing the Reunion Development

Fiscal Losses

| | Closure of the Hyatt Regency Dallas (Annually) | Foregoing Reunion Construction (Over the Construction Period) | Foregoing Reunion Operations (Annually) |
|----------------------------------|--|---|---|
| State of Texas | -\$104.4 m | -\$173.7 m | -\$266.6 m |
| City of Dallas | -\$19.4 m | -\$32.7 m | -\$58.8 m |
| Dallas County | -\$2.6 m | -\$6.3 m | -\$10.2 m |
| Dallas ISD | -\$12.2 m | -\$29.3 m | -\$47.2 m |
| Parkland Hospital | -\$2.6 m | -\$6.2 m | -\$10.0 m |
| Dallas County Community College | -\$1.3 m | -\$3.1 m | -\$5.0 m |
| Dallas Area Rapid Transit (DART) | -\$9.5 m | -\$10.7 m | -\$22.6 m |
| Other Local Taxing Entities | -\$2.2 m | -\$8.0 m | -\$9.7 m |
| Total | -\$154.4 m | -\$270.0 m | -\$430.1 m |

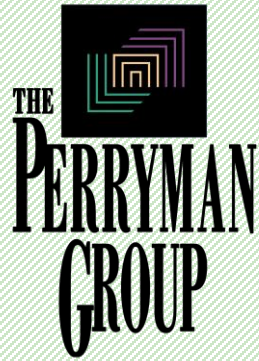
Note: Based on fiscal effects related to the potential decreases in business activity. Monetary values in millions of 2024 US dollars.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Conclusion

The proposed higher speed rail to Fort Worth alignment “2(b)” threatens the viability of the Hyatt Regency Dallas, the aesthetics of Reunion Tower, and the surrounding Reunion Development. Potential economic losses include billions in spending and tens of thousands of jobs in Dallas, with related reductions in tax receipts to the City of more than **\$78 million** per year. Hotel rooms in the area are particularly important to the success of the nearby convention center, and housing (and particularly affordable housing) is in short supply in the area. At the same time, higher speed rail to Fort Worth fails to address the congestion problems in the Dallas area with the highest economic costs.





The Perryman Group is an economic and financial analysis firm that provides clients with thoroughly researched, well-documented, carefully considered answers to complex questions.

Led by Dr. M. Ray Perryman, The Perryman Group covers numerous practice areas including **litigation & regulatory services, impact assessment, economic modeling & forecasting, valuation, economic development & strategic planning, and public policy.** In addition, our in-house professionals also provide **market & industry analysis, statistical modeling & analysis, survey & demographic studies, economic statistics,** and other services in a comprehensive manner. The firm has served the needs of more than 3,000 clients ranging from major corporations to small startups and local communities to national governments.

www.perrymangroup.com | info@perrymangroup.com | 254.751.9595

THE HIGH COST OF ALIGNMENT “2(B)”:

The Potential Economic and Fiscal Cost of Closing the Hyatt Regency Dallas and Foregoing the Reunion Development

February 2025



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Executive Summary

- A higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas is currently under consideration. Alignment “2(b)” threatens the sustainability of the Hyatt Regency Dallas and planned Reunion Development.
- The construction of the elevated rail track along the proposed path would have a significant negative impact on the Hyatt Regency Dallas hotel, as many rooms would become unusable, and the lobby and delivery docks would need to be reconfigured to accommodate the track. As a result, the viability of the hotel would be in doubt, and closure could be necessary.
- Total losses to the Dallas area if the hotel closes are estimated to be **\$1.7 billion** in annual expenditures and over **10,400** jobs due to the loss of hotel operations and reduced tourism (including multiplier effects).
- The higher speed rail alignment as currently designed would also halt the proposed Reunion Development, as the plan would be impractical to construct with the presence of the elevated rail track. Without the Reunion Development, potential job gains and visitor and resident spending would also be foregone, leading to substantial ongoing losses of potential business activity.
 - Total losses from foregone **construction** in the Dallas area total an estimated **\$4.3 billion** in expenditures and over **18,500** job-years (including multiplier effects). A job-year is one person working for one year, though it could be multiple individuals working partial years.
 - Ongoing losses would include **\$5.9 billion** in expenditures and over **20,600** potential jobs in the Dallas area if the Reunion Development does not move forward (including multiplier effects).
 - Beyond the construction and operations losses discussed above, other categories would also be negatively impacted by not proceeding with the Reunion Development, including total tourism and hotel operations and spending and consumption by residents in the complex.

- Business activity generates tax receipts.
 - The lost tax revenue if the Hyatt Regency Dallas closed is projected to total **\$154.4 million** to the State and local taxing entities annually, including losses of **\$19.4 million** per year to the City of Dallas.
 - Over the entirety of the planned construction period, the estimated losses to the State and local taxing entities due to the Reunion Development not being built are projected to be approximately **\$270.0 million**, including **\$32.7 million** for the City of Dallas.
 - Annual losses due to foregone ongoing operations in the Reunion Development are estimated to be **\$430.1 million**, with **\$58.8 million** to the City of Dallas.
- Potential economic losses associated with closing the Hyatt Regency Dallas and foregoing the Reunion Development include billions in spending and tens of thousands of jobs in Dallas as well as ongoing related reductions in tax receipts to the City of Dallas of a projected **\$78.2 million per year**.
- Even beyond these economic and fiscal losses are other problems with the proposed alignment. Hotel rooms in the area are particularly important to the success of the nearby convention center, and closing the Hyatt Regency Dallas and not moving forward with the Reunion Development would have notable effects. The proposed development also includes housing (and particularly affordable housing) which is in short supply. At the same time, higher speed rail to Arlington Entertainment District/Fort Worth fails to address the congestion problems in the Dallas area with the highest economic costs.

Introduction

A higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas is currently under consideration. Alignment “2(b)” threatens the sustainability of the Hyatt Regency Dallas and planned Reunion Development.

The area is already in need of additional hotel rooms, particularly considering the notable ongoing enhancements to the Kay Bailey Hutcherson Convention Center. However, the extremely close proximity of the elevated tracks and resulting changes that would be required, from reorienting the hotel entrance and lobby to closing large numbers of rooms, could result in the closure of the hotel. Located adjacent to the iconic Reunion Tower, which often defines the image of Dallas in popular culture, the loss of the hotel would be particularly harmful.

In addition, a significant construction investment would be foregone which would enhance the area with additional hotel capacity, multi-family housing (including much-needed affordable housing), and commercial space. In addition to losses associated with the construction phase, ongoing annual losses would be substantial when hotel operations, tourism, employment at the new development, and spending by residents are considered.

Business activity generates tax receipts, and foregoing this activity would cause substantial losses of potential revenue for the City of Dallas and other local entities, as well as the State of Texas.

Although traffic congestion is an issue given the population and economic growth in the region, alignment 2(b) fails to address the most congested roadways in the Dallas area and is unlikely to meaningfully improve transportation for the people of Dallas. At the same time, the costs associated with the potential closure of the Hyatt Regency Dallas and foregoing the surrounding Reunion Development are substantial. The current analysis is focused exclusively on the present and anticipated activity associated with Reunion facilities. A subsequent study will examine additional issues associated with this alignment.

Economic Impacts

Any economic stimulus, whether positive or negative, leads to dynamic responses across the economy. The Perryman Group has developed complex and comprehensive models over the past four decades to measure these dynamic responses in order to estimate the total economic effects (not only direct, but also indirect and induced) associated with direct sources of stimulus.

Any economic stimulus, whether positive or negative, leads to dynamic responses across the economy.

In this instance, closing the hotel would cause job and operational spending losses in addition to reducing tourism to Dallas.

Foregoing the planned development reduces capital investment, future jobs and tourism, and other potential benefits.

Impacts were measured for the Dallas area and statewide. Note that the Texas results reflect not only effects in the local area, but also spillover to other parts of the state. Methods used in this analysis are summarized on the following page, with substantial additional detail in Appendix A.

Measuring Economic and Fiscal Effects

Any economic stimulus, whether positive or negative, generates multiplier effects throughout the economy. In this instance, closing the Hyatt Regency Dallas and/or foregoing the Reunion Development would lead to a substantial decrease in current and potential business activity. The resulting reduction in economic activity has notable negative effects on tax receipts to State and local governments.

The Perryman Group’s dynamic input-output assessment system (the US Multi-Regional Impact Assessment System) was developed by the firm about 40 years ago and has been consistently maintained and updated since that time. These models have been used in hundreds of analyses for clients ranging from major corporations to government agencies and have been peer reviewed on multiple occasions. The impact system uses a variety of data (from surveys, industry information, and other sources) to describe the various goods and services (known as resources or inputs) required to produce another good/service. This process allows for estimation of the total economic impact (including multiplier effects) of the economic stimulus. The models used in the current analysis reflect the specific industrial composition and characteristics of Dallas and Texas.

Total economic effects are quantified for the key measures of business activity described below (further explained in Appendix A). Note that these are different ways of looking at the same economic effects; they are not additive.

- **Total expenditures** (or total spending) measure change in the volume of dollars changing hands as a result of the economic stimulus.
- **Gross product** (or output) is the change in the level of production of goods and services in the area as a result of the stimulus. This measure is parallel to the gross domestic product numbers commonly reported by various media outlets and is a subset of total expenditures.
- **Personal income** reflects dollars that end up in the hands of people in the area; the vast majority of this aggregate derives from the earnings of employees, but payments such as interest and rents are also included.
- **Jobs** are expressed on a full-time-equivalent basis for ongoing effects or job-years (one person working for one year, though it could be multiple individuals working partial years) for construction.

Monetary values were quantified on a constant (2024) basis to eliminate the effects of inflation. See Appendix A for additional information regarding the methods and assumptions used in this analysis.

Hyatt Regency Dallas Impacts

The construction of the elevated rail track along the proposed path would have a significant negative impact on the Hyatt Regency Dallas hotel, as many rooms would become unusable and the lobby and delivery docks would need to be reconfigured to accommodate the track. As a result, the viability of the hotel would be in doubt, and closure could be necessary.

Closure of the hotel would result in an estimated loss of **\$236.5 million** per year in expenditures and approximately **1,250** jobs in the Dallas area, in addition to losses of almost **\$1.5 billion** in yearly expenditures and almost **9,200** jobs due to reduced tourism (including multiplier effects). Total losses to the Dallas area if the hotel closes are estimated to be **\$1.7 billion** in annual expenditures and over **10,400** jobs, with corresponding statewide losses of about **\$2.0 billion** in expenditures and almost **11,500** jobs.

The Potential Impact of Closure of the Hyatt Regency Dallas on Business Activity in Dallas and Texas

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Jobs) |
|--|---|--|--|-----------------------------|
| Dallas | | | | |
| Hotel Operations | -\$236.474 | -\$120.175 | -\$75.356 | -1,255 |
| Tourism | -\$1,458.275 | -\$833.730 | -\$499.912 | -9,171 |
| Total | -\$1,694.749 | -\$953.905 | -\$575.268 | -10,425 |
| Texas | | | | |
| Hotel Operations | -\$274.555 | -\$135.114 | -\$84.711 | -1,395 |
| Tourism | -\$1,712.390 | -\$930.409 | -\$560.181 | -10,099 |
| Total | -\$1,986.945 | -\$1,065.523 | -\$644.892 | -11,494 |
| <p>Note: Based on current operations levels and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.</p> <p>Source: US Multi-Regional Impact Assessment System, The Perryman Group</p> | | | | |

Reunion Development Impacts

The high-speed rail alignment as currently designed would also halt the proposed Reunion Development, resulting in substantial losses to the Dallas and Texas economies. The robust offerings in the future development plan would be impractical to construct with the presence of the elevated rail track, and, as shown in tables below, a full range of community structures would not be built, including retail, office, entertainment, hotel, housing (including much-needed affordable housing), and park space.

The total losses from foregone construction in the Dallas area total an estimated **\$4.3 billion** in expenditures and over **18,500** job-years (including multiplier effects), with nearly **\$6.7 billion** in estimated lost expenditures and over **28,100** job-years statewide (including results in the Dallas area as well as spillover to other parts of the state). Additional details are included in the table below and Appendix B.

The Potential Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Construction Losses

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Job-Years) |
|------------------------|---|--|--|----------------------------------|
| Dallas | | | | |
| Infrastructure | -\$36.396 | -\$17.255 | -\$11.804 | -156 |
| Park | -\$9.371 | -\$4.635 | -\$3.212 | -41 |
| Office | -\$1,554.987 | -\$749.622 | -\$510.309 | -6,849 |
| Retail | -\$42.997 | -\$20.577 | -\$13.951 | -187 |
| Wellness/Retail | -\$45.578 | -\$22.245 | -\$15.131 | -203 |
| Entertainment & Retail | -\$43.189 | -\$20.857 | -\$14.165 | -190 |
| Hotel | -\$1,065.166 | -\$502.837 | -\$340.970 | -4,582 |
| Multifamily | -\$1,543.859 | -\$694.652 | -\$467.563 | -6,337 |
| Total | -\$4,341.542 | -\$2,032.680 | -\$1,377.105 | -18,546 |
| Texas | | | | |
| Infrastructure | -\$56.454 | -\$25.993 | -\$17.549 | -235 |
| Park | -\$13.750 | -\$6.590 | -\$4.513 | -59 |
| Office | -\$2,371.188 | -\$1,113.963 | -\$750.636 | -10,238 |
| Retail | -\$65.683 | -\$30.650 | -\$20.575 | -280 |
| Wellness/Retail | -\$69.116 | -\$32.832 | -\$22.106 | -302 |
| Entertainment & Retail | -\$65.806 | -\$30.972 | -\$20.821 | -284 |
| Hotel | -\$1,636.667 | -\$755.602 | -\$506.712 | -6,926 |
| Multifamily | -\$2,408.514 | -\$1,066.630 | -\$710.382 | -9,803 |
| Total | -\$6,687.178 | -\$3,063.233 | -\$2,053.295 | -28,126 |

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Without the Reunion Development, potential job gains associated with tenants and other operations would occur. Losses of potential business activity are estimated to include **\$5.9 billion** in expenditures in Dallas and over **20,600** potential jobs (including multiplier effects). For Texas (including effects in Dallas as well as spillover to other areas), losses are projected to be **\$6.6 billion** in potential expenditures and over **23,500** jobs (including multiplier effects).

The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

Ongoing Operations Losses

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Jobs) |
|--|---|--|--|-----------------------------|
| Dallas | | | | |
| Office | -\$5,499.829 | -\$2,647.469 | -\$1,500.867 | -18,587 |
| Retail | -\$56.813 | -\$33.573 | -\$20.049 | -372 |
| Wellness | -\$44.439 | -\$24.285 | -\$17.058 | -242 |
| Entertainment | -\$60.446 | -\$28.133 | -\$17.634 | -279 |
| Hotel | -\$197.061 | -\$100.146 | -\$62.797 | -1,046 |
| Multifamily | -\$21.991 | -\$11.844 | -\$8.256 | -104 |
| Total | -\$5,880.579 | -\$2,845.451 | -\$1,626.659 | -20,630 |
| Texas | | | | |
| Office | -\$6,164.754 | -\$2,915.814 | -\$1,670.486 | -21,231 |
| Retail | -\$66.112 | -\$37.153 | -\$22.283 | -406 |
| Wellness | -\$52.279 | -\$27.366 | -\$18.955 | -271 |
| Entertainment | -\$72.428 | -\$32.840 | -\$20.630 | -324 |
| Hotel | -\$228.796 | -\$112.595 | -\$70.592 | -1,164 |
| Multifamily | -\$25.382 | -\$13.187 | -\$9.098 | -117 |
| Total | -\$6,609.751 | -\$3,138.954 | -\$1,812.045 | -23,513 |
| <p>Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group</p> | | | | |

Beyond the construction and operations losses discussed above, other categories would also be negatively impacted by not proceeding with the Reunion Development, including total tourism and hotel operations and

spending and consumption by residents in the complex. Details are included in the following table.

| The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Other Ongoing Losses | | | | |
|--|---|--|--|-----------------------------|
| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Jobs) |
| Dallas | | | | |
| Total Tourism and Hotel Operations | -\$1,412.291 | -\$794.921 | -\$479.390 | -8,688 |
| Spending/Consumption by Residents | -\$581.171 | -\$287.410 | -\$177.154 | -3,007 |
| Texas | | | | |
| Total Tourism and Hotel Operations | -\$1,655.788 | -\$887.936 | -\$537.410 | -9,578 |
| Spending/Consumption by Residents | -\$784.099 | -\$376.476 | -\$232.560 | -3,901 |
| Note: Based on current development plans, typical visitor and resident spending patterns, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group | | | | |

Reunion Development by Building

Detailed plans for the Reunion Development reveal that there are a multitude of potential structures, including office, retail, wellness and entertainment, hotel, and multifamily buildings.

In addition to the losses due to not constructing the buildings, the Reunion Development’s ongoing operations impact would also be foregone if the railway is built utilizing alignment 2(b). Each building not built would contribute to the loss for Dallas and Texas as a whole, as detailed in the following tables.

Losses by building due to alignment 2(b) for the Dallas area and Texas are presented in the following tables.

The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Dallas Construction Losses by Building

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Job-Years) |
|--|---|--|--|----------------------------------|
| Office | | | | |
| Building 1 | -\$518.294 | -\$249.857 | -\$170.092 | -2,283 |
| Building 2 | -\$516.824 | -\$249.148 | -\$169.609 | -2,277 |
| Building 3 | -\$519.869 | -\$250.616 | -\$170.609 | -2,290 |
| Total | -\$1,554.987 | -\$749.622 | -\$510.309 | -6,849 |
| Retail | | | | |
| Parcel 3 Office 1 | -\$5.296 | -\$2.535 | -\$1.718 | -23 |
| Parcel 2 Multifamily Market 2 | -\$6.829 | -\$3.268 | -\$2.216 | -30 |
| Parcel 4 Multifamily Workforce 2 | -\$5.436 | -\$2.601 | -\$1.764 | -24 |
| Parcel 1 Multifamily Market 3 | -\$14.774 | -\$7.070 | -\$4.793 | -64 |
| Parcel 6 Office 2 | -\$4.321 | -\$2.068 | -\$1.402 | -19 |
| Parcel 7 Office 3 | -\$6.341 | -\$3.035 | -\$2.058 | -28 |
| Total | -\$42.997 | -\$20.577 | -\$13.951 | -187 |
| Wellness and Entertainment Retail | | | | |
| Fitness Wellness (Parcel 9) | -\$45.578 | -\$22.245 | -\$15.131 | -203 |
| Entertainment Retail (Parcel GS) | -\$43.189 | -\$20.857 | -\$14.165 | -190 |
| Hotel | | | | |
| Parcel 1 Convention Hotel | -\$828.064 | -\$390.907 | -\$265.072 | -3,562 |
| Parcel 8 Hotel/Market | -\$237.102 | -\$111.929 | -\$75.899 | -1,020 |
| Total | -\$1,065.166 | -\$502.837 | -\$340.970 | -4,582 |
| Multifamily | | | | |
| Parcel H Multifamily Market 1 | -\$331.672 | -\$149.234 | -\$100.448 | -1,361 |
| Parcel 3 Multifamily Workforce 1 | -\$287.979 | -\$129.575 | -\$87.216 | -1,182 |
| Parcel 2 Multifamily Market 2 | -\$213.218 | -\$95.936 | -\$64.574 | -875 |
| Parcel 4 Multifamily Workforce 2 | -\$186.523 | -\$83.925 | -\$56.489 | -766 |
| Parcel 1 Multifamily Market 3 | -\$442.774 | -\$199.224 | -\$134.096 | -1,817 |
| Parcel 8 Hotel/Market | -\$81.693 | -\$36.757 | -\$24.741 | -335 |
| Total | -\$1,543.859 | -\$694.652 | -\$467.563 | -6,337 |

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Texas Construction Losses by Building

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Job-Years) |
|--|---|--|--|----------------------------------|
| Office | | | | |
| Building 1 | -\$790.343 | -\$371.296 | -\$250.195 | -3,413 |
| Building 2 | -\$788.101 | -\$370.243 | -\$249.486 | -3,403 |
| Building 3 | -\$792.744 | -\$372.424 | -\$250.956 | -3,423 |
| Total | -\$2,371.188 | -\$1,113.963 | -\$750.636 | -10,238 |
| Retail | | | | |
| Parcel 3 Office 1 | -\$8.091 | -\$3.775 | -\$2.534 | -35 |
| Parcel 2 Multifamily Market 2 | -\$10.433 | -\$4.868 | -\$3.268 | -44 |
| Parcel 4 Multifamily Workforce 2 | -\$8.304 | -\$3.875 | -\$2.601 | -35 |
| Parcel 1 Multifamily Market 3 | -\$22.569 | -\$10.531 | -\$7.070 | -96 |
| Parcel 6 Office 2 | -\$6.600 | -\$3.080 | -\$2.068 | -28 |
| Parcel 7 Office 3 | -\$9.687 | -\$4.520 | -\$3.035 | -41 |
| Total | -\$65.683 | -\$30.650 | -\$20.575 | -280 |
| Wellness and Entertainment Retail | | | | |
| Fitness Wellness (Parcel 9) | -\$69.116 | -\$32.832 | -\$22.106 | -302 |
| Entertainment Retail (Parcel GS) | -\$65.806 | -\$30.972 | -\$20.821 | -284 |
| Hotel | | | | |
| Parcel 1 Convention Hotel | -\$1,272.351 | -\$587.408 | -\$393.920 | -5,384 |
| Parcel 8 Hotel/Market | -\$364.316 | -\$168.194 | -\$112.792 | -1,542 |
| Total | -\$1,636.667 | -\$755.602 | -\$506.712 | -6,926 |
| Multifamily | | | | |
| Parcel H Multifamily Market 1 | -\$517.429 | -\$229.147 | -\$152.614 | -2,106 |
| Parcel 3 Multifamily Workforce 1 | -\$449.265 | -\$198.961 | -\$132.509 | -1,829 |
| Parcel 2 Multifamily Market 2 | -\$332.633 | -\$147.309 | -\$98.109 | -1,354 |
| Parcel 4 Multifamily Workforce 2 | -\$290.987 | -\$128.866 | -\$85.826 | -1,184 |
| Parcel 1 Multifamily Market 3 | -\$690.755 | -\$305.906 | -\$203.735 | -2,811 |
| Parcel 8 Hotel/Market | -\$127.446 | -\$56.440 | -\$37.590 | -519 |
| Total | -\$2,408.514 | -\$1,066.630 | -\$710.382 | -9,803 |

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Dallas Ongoing Operations Losses by Building

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Jobs) |
|---|---|--|--|-----------------------------|
| Office | | | | |
| Building 1 | -\$1,833.153 | -\$882.430 | -\$500.255 | -6,195 |
| Building 2 | -\$1,827.953 | -\$879.927 | -\$498.836 | -6,178 |
| Building 3 | -\$1,838.723 | -\$885.112 | -\$501.775 | -6,214 |
| Total | -\$5,499.829 | -\$2,647.469 | -\$1,500.867 | -18,587 |
| Retail | | | | |
| Parcel 3 Office 1 | -\$6.998 | -\$4.135 | -\$2.470 | -46 |
| Parcel 2 Multifamily Market 2 | -\$9.024 | -\$5.333 | -\$3.184 | -59 |
| Parcel 4 Multifamily Workforce 2 | -\$7.182 | -\$4.244 | -\$2.535 | -47 |
| Parcel 1 Multifamily Market 3 | -\$19.521 | -\$11.536 | -\$6.889 | -128 |
| Parcel 6 Office 2 | -\$5.709 | -\$3.374 | -\$2.015 | -37 |
| Parcel 7 Office 3 | -\$8.379 | -\$4.952 | -\$2.957 | -55 |
| Total | -\$56.813 | -\$33.573 | -\$20.049 | -372 |
| Fitness and Entertainment Retail | | | | |
| Fitness Wellness (Parcel 9) | -\$44.439 | -\$24.285 | -\$17.058 | -242 |
| Entertainment Retail (Parcel GS) | -\$60.446 | -\$28.133 | -\$17.634 | -279 |
| Hotel | | | | |
| Parcel 1 Convention Hotel | -\$153.196 | -\$77.854 | -\$48.818 | -813 |
| Parcel 8 Hotel/Market | -\$43.865 | -\$22.292 | -\$13.978 | -233 |
| Total | -\$197.061 | -\$100.146 | -\$62.797 | -1,046 |
| Multifamily | | | | |
| Parcel H Multifamily Market 1 | -\$4.724 | -\$2.544 | -\$1.774 | -22 |
| Parcel 3 Multifamily Workforce 1 | -\$4.102 | -\$2.209 | -\$1.540 | -19 |
| Parcel 2 Multifamily Market 2 | -\$3.037 | -\$1.636 | -\$1.140 | -14 |
| Parcel 4 Multifamily Workforce 2 | -\$2.657 | -\$1.431 | -\$0.997 | -13 |
| Parcel 1 Multifamily Market 3 | -\$6.307 | -\$3.397 | -\$2.368 | -30 |
| Parcel 8 Hotel/Market | -\$1.164 | -\$0.627 | -\$0.437 | -5 |
| Total | -\$21.991 | -\$11.844 | -\$8.256 | -104 |

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group

The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: Texas Ongoing Operations Losses by Building

| | Total Expenditures (Millions of 2024 Dollars) | Gross Product (Millions of 2024 Dollars) | Personal Income (Millions of 2024 Dollars) | Employment (Jobs) |
|---|---|--|--|-----------------------------|
| Office | | | | |
| Building 1 | -\$2,054.779 | -\$971.872 | -\$556.791 | -7,076 |
| Building 2 | -\$2,048.951 | -\$969.116 | -\$555.212 | -7,056 |
| Building 3 | -\$2,061.024 | -\$974.826 | -\$558.483 | -7,098 |
| Total | -\$6,164.754 | -\$2,915.814 | -\$1,670.486 | -21,231 |
| Retail | | | | |
| Parcel 3 Office 1 | -\$8.143 | -\$4.576 | -\$2.745 | -50 |
| Parcel 2 Multifamily Market 2 | -\$10.501 | -\$5.901 | -\$3.539 | -65 |
| Parcel 4 Multifamily Workforce 2 | -\$8.358 | -\$4.697 | -\$2.817 | -51 |
| Parcel 1 Multifamily Market 3 | -\$22.716 | -\$12.766 | -\$7.657 | -140 |
| Parcel 6 Office 2 | -\$6.643 | -\$3.733 | -\$2.239 | -41 |
| Parcel 7 Office 3 | -\$9.751 | -\$5.480 | -\$3.287 | -60 |
| Total | -\$66.112 | -\$37.153 | -\$22.283 | -406 |
| Fitness and Entertainment Retail | | | | |
| Fitness Wellness (Parcel 9) | -\$52.279 | -\$27.366 | -\$18.955 | -271 |
| Entertainment Retail (Parcel GS) | -\$72.428 | -\$32.840 | -\$20.630 | -324 |
| Hotel | | | | |
| Parcel 1 Convention Hotel | -\$177.867 | -\$87.532 | -\$54.879 | -905 |
| Parcel 8 Hotel/Market | -\$50.929 | -\$25.063 | -\$15.714 | -259 |
| Total | -\$228.796 | -\$112.595 | -\$70.592 | -1,164 |
| Multifamily | | | | |
| Parcel H Multifamily Market 1 | -\$5.453 | -\$2.833 | -\$1.954 | -25 |
| Parcel 3 Multifamily Workforce 1 | -\$4.734 | -\$2.460 | -\$1.697 | -22 |
| Parcel 2 Multifamily Market 2 | -\$3.505 | -\$1.821 | -\$1.256 | -16 |
| Parcel 4 Multifamily Workforce 2 | -\$3.067 | -\$1.593 | -\$1.099 | -14 |
| Parcel 1 Multifamily Market 3 | -\$7.279 | -\$3.782 | -\$2.609 | -34 |
| Parcel 8 Hotel/Market | -\$1.343 | -\$0.698 | -\$0.481 | -6 |
| Total | -\$25.382 | -\$13.187 | -\$9.098 | -117 |

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group

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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

February 13, 2025

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

Dear Commissioner Webb:

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

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

Sincerely,

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

Richard C. Chism, Director
Office of Air



**COLLIN
COUNTY**

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

January 14, 2025

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

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

Dear Mr. Chism:

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

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

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

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

January 9, 2025

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

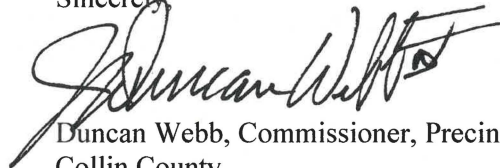
Background ozone contributions present another layer of complexity in achieving compliance with ozone standards. While strategies were requested to address these contributions, specific insights or solutions for managing background ozone levels were not provided. This hinders the development of a comprehensive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

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

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

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

Sincerely,



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



Local Clean Air Project Spotlight

Hannah Thesing
Regional Transportation Council
3.13.2025

North Texas Resilient Electric Vehicle (NTX-REV) Plan

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

Resilience improvements are needed due to:

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

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

Outages lasted an average of 160 minutes

Most outages caused by severe weather*

*Source: [Payless Power](#)



Source: Getty



Source: City of Plano



Source: Getty

North Texas Resilient Electric Vehicle (NTX-REV) Plan

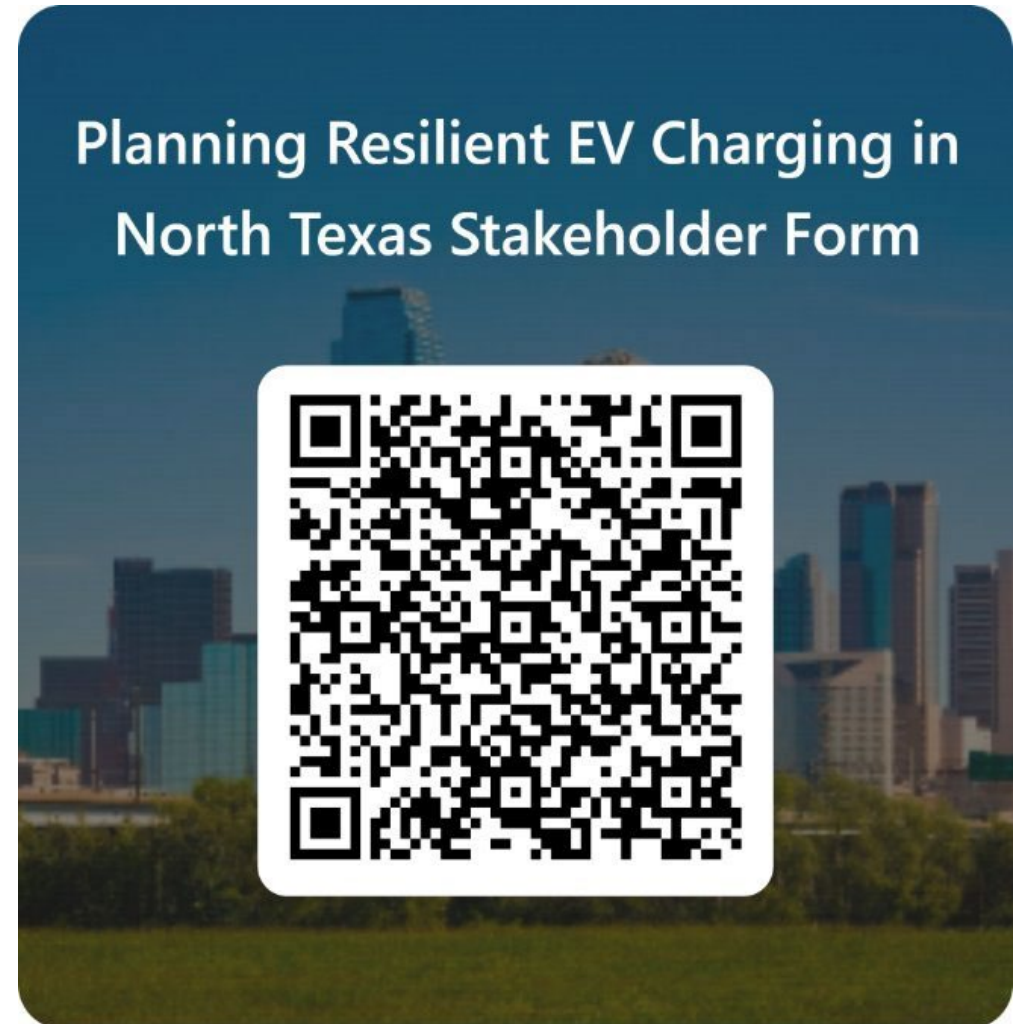
Project Tasks:

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

Get Involved:

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

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



Contact Us



Hannah Thesing
Air Quality Planner II
hthesing@nctcog.org



Savana Nance
Principal Air Quality Planner
snance@nctcog.org



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



**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org

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

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

Public Meeting Purpose and Topics

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

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

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogFeb25.

Summary of Presentations

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

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

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

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

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

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

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

Community Noise Mitigation Program Grant presentation:

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

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

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

2025 Strategic Transportation Funding Program presentation:

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

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

Major projects being recommended to receive funding include the following:

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

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

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

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

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

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

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

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

COMMENTS RECEIVED DURING THE MEETING

Federal/State Partnerships for the Intercity Passenger Rail Program

Phyllis Silver, Citizen

A. Trinity Railway Express (TRE) service

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

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

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. Definition of off-street pathways

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

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

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

Community Noise Mitigation Program Grant

Chuck Ozemeke, DCCM/ATG

A. Funding requirements

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

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

Other

Frank Wise, The Burrell Group

A. Impact of Executive Orders

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

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

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

Zubin Segal, Shell Recharge

A. Impact of Executive Orders

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

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

Steve Babick, Citizen

A. Hybrid meeting format

Comment: Thanks for accommodating virtual attendance.

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

Email

Thomas Wall Simons, Citizen

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

Summary of response by NCTCOG Transportation Staff

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

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

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

Purpose

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

This document is a compilation of public comments submitted from Monday, Jan. 20 through Wednesday, Feb. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and transit were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 27 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

<http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Facebook –

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



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

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

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

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

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

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

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

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

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

To view additional comments on this post, visit

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

Instagram –

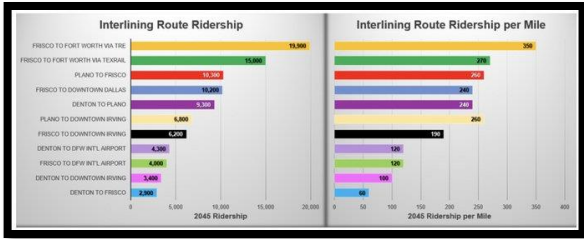
1. Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area and documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. Help @nctcogtrans identify transportation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



Transit

X (Formerly Twitter) –

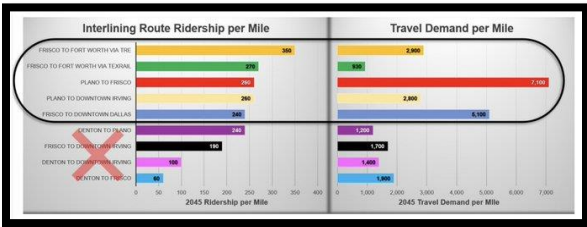
1. This particular map is from the Irving to Frisco Corridor Study, released in 2021 by @NCTCOGtrans. It details all theoretical interlining routes if the Frisco to Irving corridor were to be built, regardless of ridership. They estimate ridership on these lines as follows. – Alex Wolford (@TheTexanRhino)



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

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

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



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

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



Instagram -

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



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

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

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

Only places this would make sense:

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

LinkedIn-

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



Yes please!! – Leila Banijamali

Facebook-

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



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

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

High Speed Transportation

LinkedIn-

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



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

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

Makes no sense. — Jon Wyndham

👏 — Melissa Faith Hart

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

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

Other

Instagram –

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



Thank you to Council members — Unytag (@hellounytag)

Facebook –

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

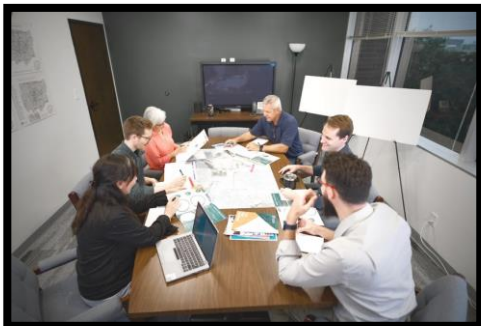
https://www.nctcog.org/.../b995798a-ab78.../tom_feb25.pdf— NCTCOG Transportation Department



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

Yawn. — Rob Dentremont

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



Fine, but no more toll roads. — Wm Atkins

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



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

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

PRESENTATIONS

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

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

START OF THE 2025 OZONE SEASON

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

TITLE VI PROGRAM UPDATE FOR 2025

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

FUNDING RECOMMENDATIONS TO UPGRADE EXISTING EV CHARGING STATIONS

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

ONLINE REVIEW + COMMENT

TRANSIT 2.0: INITIAL DRAFT REPORTS

REGIONAL TRANSIT PARTNERSHIPS AND FEDERAL DISCRETIONARY GRANT FUNDING UPDATE

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

RESOURCES + INFORMATION

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

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

Try Parking It www.TryParkingIt.com

Access North Texas www.AccessNorthTexas.org

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

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

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

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

MSN

FORT WORTH-TO-OKLAHOMA CITY TRAIN ROUTE GETS \$100K FUNDING BOOST FROM NORTH TEXAS TO STAY IN SERVICE DESPITE SHORTFALL

By Janel Forte
Feb. 3, 2025

The Amtrak Heartland Flyer route between Oklahoma City and Fort Worth has received a temporary lifeline, with the North Central Texas Council of Governments Regional Transportation Council (RTC) allocating \$100,000 to ensure continued daily service through at least September.

For regular passengers like Darin Herndon, it's welcome news.

"It's an experience but it's so much easier than other forms of travel and so much more comfortable," Herndon said.

He rides the 206-mile route about 6-7 times a year, sometimes for business, other times for pleasure, and says he appreciates the predictable four-hour journey.

"It leaves Oklahoma City around 8:25 in the morning, gets here to Fort Worth about 12:30," Herndon said.

Recent data from the RTC showed a significant increase in ridership, with passenger numbers jumping 14% to nearly 125,000 in the past year.

That includes first-time passenger Samson Israel.

"We actually said we should do this every other week, it's such a smooth ride," Isreal said.

The RTC acknowledged potential funding challenges, writing to WFAA: "This backstop will ensure there is no disruption in service. It may not be needed, as was the case in fiscal year 2023."

When funding issues happened last year, the Texas Department of Transportation upped its contribution. This year, the RTC says it's going to ask the state legislature for help getting funding to an adequate level for the popular route.

"The last three times I've traveled, it's been absolutely booked, no spare seats at all," Herndon said.

When contacted about the funding situation, Amtrak declined to comment.

The temporary funding ensures continued service, with the RTC emphasizing that Texas' contribution will need to increase to keep the service operational long-term.

WFAA

FUNDING BOOST TEMPORARILY SAVES HEARTLAND FLYER TRAIN ROUTE AS RIDERSHIP SOARS

By Janel Forte

Feb. 3, 2025

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CITY OF ARLINGTON

NEW SURVEY TO HELP STEER FUTURE OF AUTONOMOUS PUBLIC TRANSPORTATION

By Susan Schrock

Feb. 3, 2025



Want your voice heard in the future of transportation technology? Residents ages 18 and older are invited to participate in an online survey that will help researchers gauge public perceptions and concerns about the use of a fully autonomous rideshare transportation service one day in Arlington.

The research is being done by The University of Texas at Arlington, which is one of the City of Arlington's partners on the Arlington RAPID public transportation pilot program. This autonomous, on-demand rideshare service has provided riders with nearly 100,000 trips around Downtown and the UTA campus since it launched in March 2021.

Residents ages 18 and older are invited to participate in UTA's research study. Responses will be kept confidential. The survey should take no longer than 10 minutes to complete. Click here to take the [Arlington RAPID and Autonomous Vehicle Usage Survey](#).

RAPID, which stands for "Rideshare, Automation, and Payment Integration Demonstration," is provided through a partnership with UTA, the City of Arlington, Via, and May Mobility through

grants provided by the Federal Transit Administration and the North Central Texas Council of Governments.

UTA's research team will analyze data from the survey and share it with the RAPID partners to help inform future service decisions. Aggregated results may also be published in academic journals for the benefit of the broader community of cities, businesses and others who are exploring autonomous passenger services.

“Working toward fully autonomous operations has always been a goal for this innovative public transportation pilot program. The City is always looking far out into the future to anticipate community needs and solutions, and we hope that as technology matures, fully autonomous services will lead to cost efficiencies for us and safety improvements for commuters,” said Ann Foss, Arlington’s Transportation Department planning and programming manager.

Arlington RAPID’s fleet of four vehicles, which includes one that features a wheelchair ramp and securement system for wheelchairs, serves Downtown Arlington and UTA from 8 a.m. to 8 p.m. Monday through Friday. Passengers can book a ride through the Arlington Transportation app or by calling Arlington On-Demand’s customer service line at 817-784-7382. This service is currently funded through mid-2025.

NEXT-LEVEL TRANSPORT COULD BE COMING FOR 2026 WORLD CUP

By Brian Lopez

Feb. 3, 2025

As North Texas prepares to welcome thousands of soccer enthusiasts from around the world for the 2026 FIFA World Cup, flying taxis have become a real possibility to whisk fans around Arlington and the region.

To make this futuristic vision a reality, it must be determined where these airborne cabs will take off and land. Jinzhu Yu, an assistant professor in The University of Texas at Arlington's Department of Civil Engineering, has been tasked by the North Central Texas Council of Governments to identify the best locations for vertiports, specialized hubs for aircraft that take off and land vertically.

Dr. Yu and his team are using advanced data analytics, modeling and optimization techniques to evaluate potential sites. Their analysis considers key factors like population density, socioeconomic status, traffic demand, accessibility to major event venues and environmental impact.

"Our goal is to identify locations that maximize convenience and efficiency while minimizing impacts on existing transportation networks and communities," Yu said. "With the surge in visitors expected during the World Cup, having an efficient air mobility system will be strongly beneficial in managing transportation demands."

To start, Yu said, vertiports will likely be stationed at major airports across DFW, as these locations already have the infrastructure to support aircraft operations, including maintenance, fueling and passenger services. However, Yu acknowledges it will likely take time for widespread adoption of flying taxis.

"New technology takes time, from earning public trust to working out the kinks in the infrastructure and routes to bringing down operational costs," Yu said.

One significant advantage of flying taxis, Yu noted, is their ability to integrate with existing aviation infrastructure, such as air traffic control and safety systems, while helping to ease congestion on traditional highways and roads.

The research findings will be shared with local governments and industry partners to guide future infrastructure investments and policy development. As the 2026 FIFA World Cup approaches, this project could provide a glimpse into a future where flying taxis become a complementary transportation option—not just in North Texas, but around the world.

FORT WORTH, INC

ALLIANCE TEXAS GENERATES \$130B ECONOMIC IMPACT OVER 35 YEARS, REPORT SAYS

By Staff
Feb. 4, 2025

Hillwood's annual report on the economic impact of AllianceTexas is in.

Business is still booming.

AllianceTexas, the 27,000-acre master-planned, mixed-use development in north Fort Worth, continues to stand out as one of the nation's most significant economic engines. Over the past 35 years, the development has generated an estimated \$130 billion in regional economic impact, with \$10.2 billion contributed in 2024 alone, according to Insight Research Corporation's annual economic impact report.

Since its inception, AllianceTexas has seen \$16.3 billion in total investment, of which \$15.2 billion came from private-sector funding and \$1.1 billion from public investment, achieving a 14-to-1 private-to-public investment ratio. The project is also responsible for \$4.2 billion in property taxes, benefiting local municipalities and school districts. The development spans nine municipalities, five school districts, including Argyle, Keller and Northwest, and Tarrant and Denton counties, contributing \$343.9 million in property taxes to local entities in 2024 alone.

Currently, AllianceTexas hosts 590 companies, creating 66,269 direct jobs across various sectors. With 60 million square feet of office, retail, and industrial space developed, it has become a thriving hub for corporate headquarters, healthcare providers, retail, entertainment, and residential communities.

"2024 was a phenomenal year for Hillwood, culminating with AllianceTexas reaching \$130 billion in total economic impact for the North Texas region," said Mike Berry, president of Hillwood, in a statement. "Thanks to our forward-thinking public-private partnerships, AllianceTexas is a legacy that will continue to benefit the region for decades to come."

Transformative Developments and Partnerships

A highlight of 2024 was Hillwood's collaboration with the North Central Texas Council of Governments, the Texas Department of Transportation, and local municipalities to secure an \$80 million Infrastructure for Rebuilding America grant. This funding supports a \$262 million public-private initiative aimed at doubling activity at the AllianceTexas inland port and expanding its industrial real estate platform.

"AllianceTexas is already a thriving corporate destination, and by securing the \$80 million INFRA grant, it's ready to redefine what it means to be a modern logistics hub," said Fort Worth Mayor Mattie Parker.

Corporate Milestones in 2024

Several corporate partners achieved major milestones in 2024, including:

- **Southwire:** Opened a 1.2 million-square-foot DFW Customer Service Center, employing 250 team members.

- **Henry Schein:** Launched its largest global distribution center, adding 300 jobs.
- **Embraer:** Expanded operations at Perot Field Fort Worth Alliance Airport, creating 250 aviation jobs.
- **AVX Aircraft Company:** Established its headquarters and a prototype lab for unmanned aircraft systems (UAS) development.

Future Growth Beyond Logistics

In addition to its logistics advancements, Hillwood broke ground on Landmark, a 3,200-acre mixed-use development in Denton. This project will include:

- 6,000 new homes
- 5 million square feet of commercial and mixed-use space
- 3,000 multifamily units
- An 1,100-acre green ecosystem with parks, trails, and recreation.

DART SEEKING CITIES' SUPPORT TO AVOID FUNDING FIGHT AT THE LEGISLATURE

By Pablo Arauz Pena

Feb. 4, 2025

Dallas Area Rapid Transit is seeking support from some of its member cities as a show of strength in Austin, should its funding debate head to the state Legislature.

On Monday, DART's board chair Gary Slagel spoke to the Richardson City Council to ask leaders to pass a resolution to fully support the agency's current funding structure.

"The reason we're here now and asking for this now is because this is the time to do it," Slagel told the council. "Any help we can get is important."

DART gets most of its funding from a one-cent sales tax from each of its member cities. For almost a year, the agency has been involved in a [debate with other member cities over preserving the penny](#). Six cities passed largely symbolic resolutions to reduce that funding by 25%.

"One of the things we've been doing is talking with not only those six cities, but the other seven cities as well to determine what we can do better," said Mark Enoch, who represents Garland, Glenn Heights and Rowlett on the DART board.

Other cities, like Garland and Dallas, have expressed support for the full penny. Last year, Dallas voted to support current funding as part of its legislative agenda.

Any changes to DART's funding could have a regional impact, and the agency is on a tight deadline. In October, [the Regional Transportation Council told DART leaders to resolve the funding debate](#) by the end of this month or it would pull support for the current funding structure in its legislative agenda.

Leaders in Plano, the first city to pass a resolution to cut DART's funding, have been asking DART to provide additional services and pay back a portion of its funding or it will [pursue legislation at the state level](#). It also requested changes to DART's governance structure.

DART leaders say the agency's future is at stake as a debate over its primary source of funding could be headed to the state Legislature.

Last week, the board voted to give suburban member cities more say in service improvements by requiring a supermajority vote for adding more services. That was an effort by DART to show cities that the agency wants to work with them.

Slagel said the board is also looking into changes to its governance structure to give cities more inclusive representation at DART. He said the board wants to let cities decide on who represents them based on the latest population numbers.

"Let's take those [population numbers] to the cities and let them decide who they would like to team with," Slagel said. "We'll give it a shot."

Richardson leaders responded positively to Slagel and Enoch's request for support. Place 3 Council Member Dan Barrios said he fully supports a resolution to back DART's current funding.

"It's something we see not just the short term but the long term effects when we think of what it does for our communities, the services it provides and the economic opportunities that it offers," Barrios said. "I think we as a city would be foolish to say otherwise."

Place 5 Council Member Ken Hutchenrider suggested the council pass a resolution at the "earliest opportunity."

At the end of the discussion, Richardson Mayor Bob Dubey directed city staff to include a resolution to support DART on the council's agenda next week.

OPINION: DON'T DEFUND DART

DART does a lot with the \$0.01 sales tax. We'll need it even more as the region grows.

By Ruben Landa

Feb. 3, 2025

Ruben Landa, president of the Greater Dallas Planning Council, writes that taking away one-quarter of DART's sales tax funding could be devastating.

Dallas Area Rapid Transit is primarily funded by a \$0.01 per dollar sales tax from its 13 member cities. Only 5% of revenue comes from fares. Six cities have requested to reallocate 25% of their funding from DART for use on mobility-related projects. DART's service is vital for Dallas-Fort Worth's future growth, congestion relief and critical transportation access, especially those in the lower economic strata. Defunding it is the wrong move.

Population and traffic growth

The North Texas population keeps growing. Texas could be the most populous state by 2050, with D-FW home to more than 12 million people. Can you imagine the traffic congestion when our population grows by 50% in the next 25 years?

With work-from-home trends reversing their trajectory since the pandemic, forecasted levels of congestion and delay are grim.

Michael Morris, director of transportation for the North Central Texas Council of Governments, wrote that "we must continue to diversify our transportation system, relying more on public transportation" with "increased development around rail stations."

DART has strategies in its strategic plan to do just that, including investment in access to bus stops and rail stations, improved safety and security measures and renewed promotion of transit-oriented development to increase ridership.

Transport for all

DART plays a vital role in providing accessible transportation options across its service area, ensuring residents can access jobs, education, health care and other opportunities.

In Dallas County, 6.8% of households have no car, and 21.3% of the population is low-income. Most of these people are transit-dependent. In Collin County, 8.9% of residents are considered low-income.

With annual vehicle costs exceeding \$12,000, availability of transportation options not only reduces congestion, but also makes regional mobility more affordable for residents.

The high cost of housing, especially in fast-growing areas with limited public transportation like Collin County, make it difficult for those in the service industries to afford to live near their places of work. As a result, their commutes will continue to lengthen and generate more congestion on the roads. Expanding transit options helps to offer alternatives to bridge the jobs-housing gap and reduce congestion — a win for everyone.

Economics

Investing in public transit improves property values, supports job growth by providing critical mobility connections for workers and generates local tax revenue.

A 2024 study conducted by the University of North Texas Economic Research Group found cumulative economic impact within a quarter mile of all DART stations reached \$17.1 billion since 1999. This includes \$49.6 million in generated state and local tax revenue between 2019 and 2021. That's a lot of generated dollars that go toward essential city services.

Safety

DART is actively working to improve both safety and public perception. Since July 2023, DART has spent \$8.3 million on transit security, employing 100 dedicated transit security officers. This cost is in addition to the normal operating budget for the DART police force, which includes 210 officers, 54 fare enforcement officers and other staff.

DART is designing changes to station areas, including the removal of station crossings between tracks, adding a more robust security camera network and testing gated entry to stations.

These investments are part of DART's broader effort to enhance the safety of its transit system.

Working together

DART's existing funding stream is vital for future growth. It drives economic development and provides accessibility and transportation options for all. Taking 25% of DART's funding away would have devastating consequences on D-FW's ability to grow due to reductions in service, capital improvement, local investment, additional roadway congestion and lost connections to jobs. Cities should look to address any grievance with DART on a local level, rather than take it to the state Legislature, as is being considered in the current dispute. If cities are facing a fiscal cliff, the Texas Legislature should consider additional funding sources for cities rather than to debilitate an essential mode in the region's transportation network.

Ruben Landa is president of the Greater Dallas Planning Council.

LANDLINE MEDIA

PODCAST: TEXAS SMART PORT COULD OFFER TRUCKERS BIG BENEFITS

By Staff

Feb. 4, 2025

A smart-port project is designed to move freight more efficiently and could lead to shorter wait times for truckers working in the area. Then, what is factoring? And when should a trucker use it? Our experts offer some advice on how it could help – or hinder – your operation.

Listen to the podcast, which features Michael Morris of the North Central Texas Council of Governments, [here](#).

ALLIANCE TEXAS REACHES \$130B IN ECONOMIC IMPACT FOR NORTH TEXAS

By Staff
Feb. 5, 2025

AllianceTexas, Hillwood's 27,000-acre master-planned, mixed-use development in north Fort Worth, remains one of the nation's most formidable economic engines. Over the past 35 years, it has generated an estimated \$130 billion in regional economic impact, with more than \$10.2 billion created in 2024 alone, according to Insight Research Corporation's annual economic impact report. In addition, AllianceTexas has produced \$4.2 billion in total property taxes paid to local public entities in that time span.

Total investment at AllianceTexas surpassed \$16.3 billion in 2024, with \$15.2 billion coming from the private sector. Public investment totaling \$1.1 billion has been invested in the project to date, representing a 14-to-1 private-to-public-dollar investment multiple. The multiple on the cumulative economic impact of \$130 billion is almost 130 to 1.

See the full AllianceTexas Annual Economic Impact Report [here](#).

AllianceTexas is now home to 590 companies, generating 66,269 direct jobs. Since 1989, 60 million square feet of office, retail and industrial space have been built. The development is home to corporate headquarters, healthcare providers, higher education centers, shopping and entertainment destinations and vibrant residential communities.

"2024 was a phenomenal year for Hillwood, culminating with AllianceTexas reaching \$130 billion in total economic impact for the North Texas region," said Mike Berry, president of Hillwood. "Thanks to our forward-thinking outlook and partnership between public and private sectors, we've built something that will last for many decades to come. About 70,000 people come to work at AllianceTexas each day for some of the world's most iconic brands. These companies, including Amazon, FedEx, BNSF Railway, Meta, Charles Schwab, Fidelity Investments, Deloitte and UPS, continue to be attracted to Fort Worth's business-friendly environment and workforce."

Hillwood's 35th anniversary year proved to be a defining moment, with transformative projects and strategic partnerships reinforcing its legacy as a leader in real estate development.

A major highlight of 2024 was Hillwood's collaboration with the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), the City of Fort Worth, and the City of Haslet to secure an \$80 million Infrastructure for Rebuilding America (INFRA) grant. This funding is a critical component of a broader \$262 million public-private partnership designed to double activity at the AllianceTexas inland port, accelerating the expansion of its industrial real estate platform. The AllianceTexas Smart Port was the only project selected from Texas and one of just 44 awarded nationwide.

"From AllianceTexas' leadership as an economic driver for our region to capturing the expanding industrial market and creating our cities' most desirable residential communities, Hillwood continually charts the course for other developers to follow," Fort Worth Mayor Mattie Parker said. "AllianceTexas is already a thriving corporate destination, and by winning the \$80

million INFRA grant, it is ready to redefine what it means to be a modern logistics hub. AllianceTexas sets the standard nationally for providing companies with innovative resources and opportunities for growth.”

Hillwood also celebrated significant milestones in 2024 with key corporate partners. Southwire, the largest manufacturer of wire and cable used in electricity transmission and distribution, opened its nearly 1.2 million-square-foot DFW Customer Service Center, employing 250 team members. Additionally, Henry Schein, the world’s largest provider of healthcare solutions to office-based dental and medical practitioners, launched its largest single-building distribution center within its global network, bringing approximately 300 jobs to AllianceTexas.

Further strengthening its industrial footprint, Hillwood announced the launch of Alliance Westport 24, a 1.1 million-square-foot speculative industrial building, and Alliance Westport 14, a 766,994-square-foot facility. These developments are part of Hillwood’s strategic plan to deliver 3.5 million square feet of new industrial space at AllianceTexas, providing expansion and relocation solutions for its current and prospective customer base.

Aerospace additions at Perot Field Fort Worth Alliance Airport further underscored Hillwood’s impact. Embraer announced an expansion that will create approximately 250 new aviation jobs while strengthening its support for E-Jets customers. AVX Aircraft Company established its new headquarters, complete with a 7,000-square-foot prototype lab, where it will test unmanned aircraft systems (UAS) for military and commercial applications.

Expanding its vision beyond logistics and industrial development, Hillwood broke ground on Landmark, a first-of-its-kind, 3,200-acre mixed-use development in the City of Denton. Developed in partnership with Hillwood Communities, Landmark will feature 6,000 new homes, 5 million square feet of commercial and mixed-use space, and over 3,000 multifamily units along a five-mile stretch of I-35W. The project is designed around a 1,100-acre green ecosystem with parks, trails, recreation and S.T.E.A.M.-focused learning spaces.

Geographically, AllianceTexas encompasses nine municipalities, five independent school districts and two counties. Since 1990, \$4.2 billion has been paid in property taxes cumulatively to the Cities of Fort Worth, Haslet, Roanoke, Northlake, Westlake and Corral City; Tarrant and Denton Counties; and Northwest, Keller, and Argyle Independent School Districts (City of Denton, Denton ISD, the City of Justin, and the City of Argyle were not included in the 2024 report, as development is still forthcoming). In 2024 alone, the project contributed \$343.9 million in property taxes to these local entities.

DART UPDATES GOVERNANCE POLICIES, CONSIDERS JOINT ECONOMIC DEVELOPMENT WITH MEMBER CITIES

By Dustin Butler

Feb. 5, 2025

[Dallas Area Rapid Transit](#) may see a change in how it is governed, according to a [presentation](#) at the Feb. 3 Richardson [City Council meeting](#).

DART's governance was one of several issues member cities cited as concerns or reasons to cut funding.

The overview

DART board chairperson Gary Slagel, who represents [Richardson](#) and several other member cities, said several member cities thought DART needed the governance change. Currently, board members are seated based on member city population, with Slagel adding there is no reason to change. However, under this model, Slagel said Farmers Branch, Highland Park and University Park do not have a board member and thus have no voice.

Instead of adding seats, the board proposed city groups, where cities work together to select board members who will represent their grouping.

Together, each grouping will determine their approach to managing their representative with possible options include developing a rotation within the group with term timing, reselection biannually and large cities with more than one board member allowing other cities to have a representative.

Additionally, Slagel said the board approved a resolution during the Jan. 28 board meeting requiring a supermajority vote, meaning more than half, on certain matters. This would prevent Dallas board members from controlling the vote, a concern expressed by Plano and other member cities.

Some context

A majority of DART funding comes from a one-cent sales and use tax paid by its 13 member cities—six of which have called for a 25% [funding decrease](#).

As a result, the Regional Transportation Committee charged the DART Board of Directors with working together with member cities to reach an agreement. Otherwise, state legislatures could step in to pass legislation reducing sales tax.

Slagel, along with DART board member Mark Enoch, asked City Council members to pass a resolution in favor of fully funding DART so that they could take the legislature to show the city's support. Council member Ken Hutchenrider was the first to say he would support such a resolution and ask Mayor Bob Dubey, who set the council's agenda, to include it in a meeting as

soon as possible.

Several other council members said they would support the resolution as well.

Also of note

Several member cities asked DART to return funding; however, DART board members instead proposed they participate in economic development tax increment reinvestment zones.

DART Chief of Staff Kay Shelton said several city managers, including Richardson City Manager Don Magner, will begin meeting with DART staff to develop policies on ways DART can participate in economic development objectives. The goal is to have a recommendation in front of DART board members by May, she said.

Additionally, instead of returning money, board members decided they would expand services offered.

"[Service] is what we're here for," Slagel said.

One proposed service is more circulator systems, meaning a circular route with several destinations allows easy transit to and from popular locations.

Other proposed changes include expanding [GoLink](#), a micro transit service DART offers that works similarly to Uber or other rideshare services.

"We have that service already," Slagel said. "But, the expansion of that service could be very interesting so that it gives more coverage and people more opportunities to move from location to location within their city."

Additionally, Slagel said the board will work with corporations and multi-family developments to increase ridership.

What else?

Shelton said one element important to Richardson residents and staff is the aesthetics of the Sliver Line bridge over US 75. Shelton said the bridge had to be redesigned and DART is currently working to finalize the project with city staff.

Additionally, underutilized DART right-of-way will be used for trail connections and open spaces.

WFAA

FLYING TAXIS IN DFW? RESEARCHER PLANNING FOR THEIR POTENTIAL TO HELP WITH WORLD CUP TRAFFIC IN ARLINGTON

By Rachel Snyder

Feb. 6, 2025

Much has been made about how Arlington is planning to shuttle thousands of fans from around the world to Arlington and throughout the region for the 2026 FIFA World Cup.

Now, a UT-Arlington professor is planning for the possibility that flying taxis could join the list of [transportation options](#).

Among the questions is where the futuristic flying cabs would take off and land. The North Central Texas Council of Governments has tapped Jinzhu Yu, an assistant professor in UTA's Department of Civil Engineering, to look into where the best sites would be, using data analytics and modeling to evaluate potential sites.

They're considering factors like population density, socioeconomic status, traffic demand, accessibility to major event venues and environmental impact.

"Our goal is to identify locations that maximize convenience and efficiency while minimizing impacts on existing transportation networks and communities," Yu said. "With the surge in visitors expected during the World Cup, having an efficient air mobility system will be strongly beneficial in managing transportation demands."

Yu said the most likely places for the flying taxis to take off and land would be at major airports in DFW, since they already have infrastructure for aircraft, like maintenance, fueling and passenger services.

Still, Yu acknowledged it will likely take time before flying taxis become a part of the North Texas skyline.

"New technology takes time, from earning public trust to working out the kinks in the infrastructure and routes to bringing down operational costs," Yu said.

The research findings will be shared with local governments and others in the aviation industry to guide future infrastructure investments and policy development.

Transportation planners are [already looking](#) to express lanes, charter buses and the Trinity Railway Express as part of their transportation strategy for the 2026 FIFA World Cup.

The agency has a deadline of the end of March to submit a detailed draft of its transportation strategy for the event to FIFA.

Engineers in Arlington's Traffic Management Center have also used a new AI-powered platform called NoPlatform, which allows them to keep an eye on the roads 24/7, as it prepares for the traffic impacts of the World Cup.

WHY TXDOT CLOSED THE I-35E NORTH TEXAS BOULEVARD ENTRANCE RAMP PERMANENTLY

By Brooke Colombo

Feb. 9, 2025

The entrance ramp to northbound Interstate 35E and North Texas Boulevard permanently closed Wednesday night with the goal to eventually relocate both the entrance and exit ramp.

The Texas Department of Transportation closed the entrance ramp as part of its I-35E improvement plan set to address congestion and safety issues between North Texas Boulevard and U.S. Highway 380.

A new entrance ramp will be constructed north of the Bonnie Brae Boulevard and Interstate 35E service road intersection, according to documents from the [North Central Texas Council of Governments](#).

TxDOT also plans to construct a northbound exit ramp at Bonnie Brae Boulevard and FM1515.

Traffic often becomes congested at the intersection of Bonnie Brae Boulevard and the I-35E service road, and it is difficult for vehicles, particularly semi-trucks, to make turns.

Compared to the now-closed ramp, the new exit ramp will be located farther south from the Bonnie Brae Boulevard and I-35E intersection.

This will increase the space available for vehicles to make turns at the intersection.

Additionally, NCTCOG reports that the change will reduce “local access conflicts.” This means the relocated on-ramp will reduce instances of vehicles merging onto the ramp slowing traffic or causing accidents.

Until a new entrance ramp is constructed, the next closest northbound entrance ramps are north of Fort Worth Drive and south of U.S. 380.

Construction related to the North Texas Boulevard to U.S. 380 stretch of I-35E is currently expected to last until late 2029.

ZONING BATTLE OVER FAR NORTH DALLAS SHOPPING CENTER HEADS TO CITY COUNCIL

Plan encounters resistance amid concerns about quality of life, housing

By Nick Wooten
Feb. 9, 2025



A rendering of the proposed redevelopment of Pepper Square. (Courtesy of MasterPlan)

Efforts to turn a Far North Dallas shopping center into a mixed-use destination won approval from the City Plan Commission Thursday, setting the stage for City Council debate in the near future.

Developer Henry S. Miller's plan to redevelop the [Pepper Square shopping center](#) along Belt Line and Preston Roads was unanimously approved by the commission.

The firm wants the property zoned as a MU-2 Mixed Use District. Under the proposal, just under 1,000 apartments could be built at the 15.5-acre site.

The plan is to build at least 750 units, but 984 apartments may dot the landscape if the additional units are available as affordable and retirement apartments. A minimum of 35,000 square feet of the project must be set aside for retail or personal service businesses.

While the entire commission voted in favor of the project, not everyone felt the plan went far enough. Commissioner Melissa Kingston advocated for more density at the new Pepper Square.

"We desperately need more housing," she said.

Gregory Miller, president and CEO of Henry S. Miller, told *The Dallas Morning News* that the project's first phase will include a four- or five-story residential building with parking. The second phase will include a residential building up to 12 stories and may include another structure up to 12 stories if the Dallas City Council approves the rezoning.

"It could be a combination of office. We might put our own office in there," Miller said about the second, 12-story building. "It could be condominiums for sale. Our hope is a combination."

A third phase will include two more residential buildings of around five stories. At full build-out, Pepper Square will have up to 67,000 square feet of retail and restaurant space. Up to 25,000 square feet could be new retail. The southern portion of the site will not be redeveloped, allowing tenants Hobby Lobby and Trader Joes to remain, Miller said.

Related: ['Traffic hell' or 'the heart' of Far North Dallas? The fight over Pepper Square](#)

Some area residents have contested the redevelopment plans for more than a year, and the opposition resulted in a reduction of proposed apartments.

In the summer of 2022, Henry S. Miller aimed to build up to 2,300 units at the site. Proposed unit counts were then chopped to 1,550 and cut once again to just under 1,000 in late 2024.

Residents from nearby neighborhood associations have opposed Miller's plans, advocating for either no residential units, a small smattering of townhomes, or fewer than 400 apartments at the site.

In previous interviews with *The News*, opponents cited concerns over traffic, other planned apartment projects in the area, city service delays and potential negative effects on home values.

Michael Morris, transportation director for the North Central Texas Council of Governments, previously told *The News* that traffic simulations show only a slight increase in traffic if all planned apartments in the area are built.

A Kimley-Horn traffic analysis conducted on the developer's behalf found the proposed mixed-use development "generates approximately 50% fewer trips" than the existing shopping center would if it were fully leased.

This is the second time the planning commission endorsed the Pepper Square project. Commissioners voted in favor of the proposed redevelopment in August.

However, the Save Pepper Square Neighborhood Association [filed a lawsuit against the developer](#), the city of Dallas, its City Council and the City Plan Commission in October. The organization alleged that Henry S. Miller didn't properly follow sign-posting requirements at the property to notify residents of the public rezoning case.

A Dallas district court judge ruled in favor of the association, and Henry S. Miller was forced to bring the application before the plan commission again.

Matt Bach, president of the Save Pepper Square Neighborhood Association, said he was disappointed but not surprised by Thursday's vote.

"I'm still holding out hope that at some point (Henry S. Miller) and the neighborhood leaders will sit down and work something out," he said. "It's been a frustrating process."

Miller said he was pleased with Thursday's vote but added that the redevelopment process has been frustrating.

"We've been working on this for so long," he said. "We can't make any new leases and we can't begin our new project. The delay has been incredibly harmful to us."

WHAT'S YOUR TAKE ON AUTONOMOUS RIDESHARE OPTIONS? ARLINGTON, UTA WANT TO KNOW

By Lance Murray

Feb. 10, 2025



RAPID is an autonomous rideshare pilot program that offers free rides near UTA and downtown Arlington. (Courtesy photo | City of Arlington)

What's your opinion of fully autonomous transportation in Arlington? Are you comfortable riding in a vehicle that has no driver or attendant?

The city, along with researchers from the College of Engineering at the University of Texas at Arlington, want to know. They are inviting residents 18 and older to participate in [an online survey](#) to help researchers gauge what the public thinks about the use of a fully autonomous rideshare transportation service some day in the city.

The university is one of the city's partners on the Arlington RAPID public transportation pilot program, an autonomous, on-demand rideshare service that has provided riders with nearly 100,000 trips around downtown and the UTA campus since it launched in March 2021.

The survey should take no longer than 10 minutes to complete, and all responses will be kept confidential, according to a city news release.

RAPID stands for “Rideshare, Automation, and Payment Integration Demonstration,” and is provided through a partnership with UTA, the city, Via and May Mobility through grants provided by the Federal Transit Administration and the North Central Texas Council of Governments.

The university’s research team will analyze data from the survey and share it with the RAPID partners to help inform future service decisions. Aggregated results also may be published in academic journals for the benefit of the broader community of cities, businesses and others who are exploring autonomous passenger services.

“Working toward fully autonomous operations has always been a goal for this innovative public transportation pilot program. The city is always looking far out into the future to anticipate community needs and solutions, and we hope that as technology matures, fully autonomous services will lead to cost efficiencies for us and safety improvements for commuters,” said Ann Foss, Arlington’s transportation department planning and programming manager.

Foss said the city is becoming a key player in the development of autonomous vehicles, particularly with autonomous vehicle maker [Moze recently establishing](#) a headquarters and manufacturing facility in the city.

“We have seen ourselves as a leader in innovative tech transportation approaches, generally, including autonomous vehicle testing and deployment, for quite a while now,” Foss said. “Arlington had our first AV deployment back in 2017 and our current deployment with May Mobility is our third. We have a lot of experience, and we certainly get calls from lots of other entities across the country who are interested in learning about what we’ve done and where we’re going.”

As the technology continues to mature, it could have economic and service impacts, she said.

“As we’re able to remove the human attendant that we currently have on board, maybe we’re able to extend operating hours because we’re not paying that labor cost,” she said. “So, the service can be available more widely across times and days of the week for residents.”

Also, public safety could be addressed as the technology advances, Foss said.

“We’re also hoping to see some safety improvements with the service; the autonomous vehicles don’t get distracted or have some of the other issues that human drivers sometimes have,” Foss said. “And finally, as the technology continues to mature, and those costs come down, and we’re able to save on labor costs without needing a human driver and attendant, hopefully we see some cost savings and efficiencies on the city side as well.”

The city said that RAPID’s fleet of four hybrid vehicles, including one that features a wheelchair ramp and securement system for wheelchairs, serves the downtown area and the UTA campus from 8 a.m. to 8 p.m. Monday through Friday.

DRIVING ACROSS TEXAS IN AN EV MAY NOT GET EASIER

By Staff

Feb. 11, 2025

The recent suspension of federal funding for electric vehicle (EV) charging infrastructure by the Trump administration has introduced significant uncertainty for North Texas' clean energy initiatives. The Federal Highway Administration (FHWA) has instructed state transportation departments to pause activities related to the National Electric Vehicle Infrastructure (NEVI) program, pending a comprehensive review.

This directive affects approximately \$3 billion allocated for EV charging projects nationwide, with Texas slated to receive a substantial portion. The Texas Department of Transportation (TxDOT) had previously outlined plans to deploy these funds to establish an interconnected network of EV charging stations across the state.

In North Texas, the North Central Texas Council of Governments ([NCTCOG](#)) had been proactive in advancing EV infrastructure. The council secured a \$15 million community grant to implement the North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project, aiming to enhance charging accessibility, particularly in underserved areas.

The funding suspension has prompted NCTCOG and other regional stakeholders to reassess their plans. While the private sector has significantly invested in EV infrastructure, industry leaders assert that consumer demand will still drive the expansion of charging networks despite federal funding issues.

The pause in federal support raises concerns about potential delays in EV infrastructure deployment, which could impact the region's transition to cleaner transportation options. Local authorities and organizations are now exploring alternative funding mechanisms and partnerships to maintain momentum in their clean energy efforts.

DART REPS ASK FOR UNIVERSITY PARK CITY COUNCIL'S SUPPORT

By Sarah Hodges
Feb. 12, 2025

Dallas Area Rapid Transit representatives told the University Park City Council during a Feb. 4 meeting that DART is working to better meet the city's needs, and asked the council to adopt a resolution to maintain the agency's funding.

"I think we'll deserve it," DART Administration Committee Chair Mark C. Enoch told the council. "And I think we have deserved coming back asking for this with the attention we have given the Park Cities, and particularly University Park, in the last few months."

DART has come under fire recently from six of its 13 member cities, which have passed resolutions supporting a reduction in the amount of sales tax collected by the agency.

The Regional Transportation Council has given DART until the end of February to resolve its funding debate. If DART fails to do so, the Transportation Council has threatened to remove support for DART's current funding from its legislative agenda, according to an article in [KERA News](#).

DART representatives said on Feb. 4 that the agency has plans to improve services in University Park. Key efforts could include enhancing worker access to businesses, especially in Snider Plaza, through expanded GoLink services. DART could also add additional train service during football games at SMU to reduce congestion, said DART Chief of Staff Kay Shelton.

Shelton said that University Park also has about \$9.5 million available to be spent on transit-related projects through a program the city negotiated with DART in 2017 that returns some of its sales tax contributions.

More broadly, DART is changing its governance to give smaller cities more input, exploring how to better support economic development initiatives, improving safety and security, and developing transit plans with city-specific recommendations, representatives said.

"We're here to provide services," DART board chair Gary Slagel said. "But we need to collaborate, and be a better partner than perhaps we have been."

After DART's presentation, council member Phillip Philbin questioned whether DART is a good value for the city. Given the amount of sales tax that University Park contributes to DART, Philbin said, the city is paying \$147.61 per rider on the bus, GoLink, and paratransit.

Philbin said he could take an Uber to a concert in Fort Worth and back for less than the city pays for a single rider to use DART services.

"That's the issue that I'm having to explain to people when they say, 'Look at how much money we're paying DART,'" he said. "Imagine how much cheaper it would be for everyone in University Park to take an Uber to SMU stadium and back, cheer on those Ponies."

Enoch responded that calculating cost per ride does not account for public transportation's benefits of clean air and reduced congestion. He said that Park Cities business owners benefit

when employees use public transportation, and that its existence helps attract new business to the area.

“Beyond the traffic, beyond the employees, beyond the clean air, there are advantages, job creation and everything else, that makes this area, Park Cities, such a jewel in the metroplex, to be able to enjoy the benefits of the commerce that surrounds it,” he said.

Also during the meeting, the University Park City Council approved a proposal to replace the University Park Public Library elevator at a cost of \$79,420. The library is located on the second floor, and its elevator has been out of service multiple times in the past two years. Repairs have not been successful in resolving the elevator’s performance issues.

KERA

TRUMP'S PAUSE ON EV FUNDING CREATES UNCERTAINTY FOR NORTH TEXAS' CLEAN ENERGY EFFORTS

By Pablo Arauz Pena

Feb. 11, 2025



Yfat Yossifor/KERA

The Trump administration decision to pause funding for electric vehicle charging stations will have a ripple effect on clean energy projects across Texas.

The Federal Highway Administration [last week told state transportation directors](#) it's reviewing the National Electric Vehicle Infrastructure (NEVI) program, effectively halting \$3 billion.

Lori Clark at the North Central Texas Council of Governments said the pause will impact as many as 60 EV charging projects planned across the state. She added there's uncertainty over the environmental implications.

"I don't know that there's really a clear answer on how much it's going to delay overall improvement in air quality," Clark said.

Though some projects are delayed, Clark said another 29 have already gone through the milestones necessary for construction. EV drivers can expect to see more charging stations on the highways between North Texas and the state's major cities.

“People who are looking to road trip, you're going to start seeing those charging stations for free fairly soon in multiple directions,” Clark said.

Clark leads the region's clean energy initiatives as part of the [DFW Clean Cities program](#), which works to reduce transportation energy use and improve air quality. She said while there will be delays, the Trump administration's decision won't impact the long-term expansion of clean energy infrastructure.

“While this is a very large program, it is just a fraction, really, of what's happening on the ground in terms of charging infrastructure,” Clark said. “[EV] charging is an amenity that a lot of developers see adds value to residents or customers.”

Cities across North Texas have been hurrying in recent years [to build out EV infrastructure](#) to keep up with growing demand. Almost 95,000 people drive EV's in North Texas, according to state registration data. Asked what the halt on funding means, the city of Dallas declined to comment. A Denton spokesperson said the city got its EV funding from local money and some state, and projects won't be affected by the federal pause.

However, the pause could have an impact on the [\\$7,500 tax credit for EV drivers](#) included in the Biden administration's Inflation Reduction Act of 2022.

“Those tax credits maybe have a question mark on them,” Clark said.

The pause also puts into question federal money for Trump adviser Elon Musk's company Tesla, which is based in Austin. As reported by NPR, Tesla [received about \\$31 million in awards through the NEVI program](#).

WISE COUNTY TO UPDATE MASTER THOROUGHFARE PLAN

By Austin Jackson
Feb. 10, 2025

Commissioners tapped an engineering firm to align Wise County's corridors and thoroughfares with the area's expected growth.

The court unanimously approved County Judge J.D. Clark and Commissioners Court Attorney Thomas Aaberg to enter into an agreement with Freese & Nichols to update the county's master thoroughfare plan Monday. The updated plan is estimated to cost a total of \$255,000, which would be paid in monthly installments.

The transportation plan will be developed over the next 12-14 months, said Daniel Harrison, a certified planner with Freese and Nichols who specializes in urban planning. In Harrison's presentation to commissioners Monday, he said the thoroughfare plan will recommend roadway projects that range from the next 2-7 years, 7-15 years and longterm plans that may be needed more than 15 years down the road.

The updated plan will look into county transportation system improvements, including upgrades to existing infrastructure to support future growth, and identifying projects to promote connectivity and future economic development.

Beyond a fresh and comprehensive look at Wise County's transportation system, Clark described the thoroughfare plan as an investment that could lead to action and funding for larger roadway projects.

"This is crucial," Clark said. "We compete against other large areas for Texas Department of Transportation (TxDOT) dollars. The more we have laid out and planned this way gives us a leg up."

"When you think about the price tag on some of those priority projects we have with TxDOT — \$100 million, \$150 million — our \$255,000 investment positions us to snag Regional Transportation Council funding for infrastructure grants, that's a pretty good return on investment," Clark added.

In addition to direction from each commissioner, the plan's development is expected to include public engagement efforts and direction from a steering committee made up of county and municipal leaders, as well as other stakeholders.

Pct. 4 Commissioner Colby Shawn said he was happy to see that the county would be working with Freese and Nichols on the plan, due to the firm also developing thoroughfare plans for surrounding counties.

"One of the frustrating things I've seen with our current master thoroughfare plan is when you look at it and look at Parker County, our thoroughfares aren't lining up," Shawn said. "I like the idea of going with Freese and Nichols because I think it's gonna help the flow of traffic in our overall roadway and transportation system, matching up with the counties that surround us."

The county's last update to its 2009 thoroughfare plan was conducted in 2017, through a partnership with a different engineering firm that was funded through the North Central Texas Council of Governments (NCTCOG).

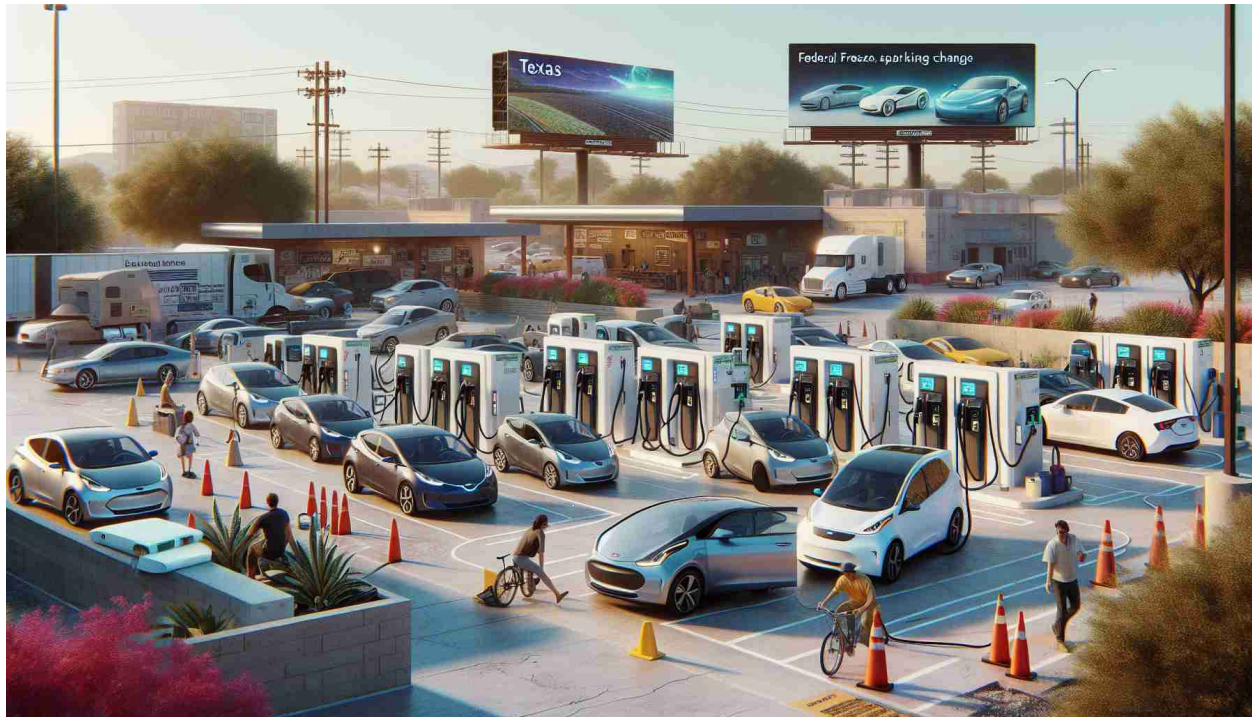
County engineer Chad Davis said an update is needed.

"We've got the skeleton of what the thoroughfare plan is from 2009. What we had in 2017 we got for free and kind of got our money's worth, too.," Davis said. "When you're looking at this and you're that far behind and we're looking at several developers that have already moved in, they've changed it. We wanted to make this a living document that would change with growth. And we've had 15 years of growth since we had the last plan. It's something we need to do because we've had so many changes to our county that we need to accommodate, not to mention what's going to come through."

EV CHARGING CHAOS: HOW A FEDERAL FREEZE IS SPARKING CHANGE IN TEXAS

By Quinlan Kuster

Feb. 11, 2025



The bustling world of electric vehicles in Texas faces an unexpected twist as the Trump administration hits pause on a pivotal funding program. The **National Electric Vehicle Infrastructure (NEVI)** program's \$3 billion lifeline has been stalled, casting shadows over approximately 60 ambitious EV charging projects throughout the Lone Star State. In the frantic midst of this development, clean energy advocates like Lori Clarke from the North Central Texas Council of Governments are bracing for the immediate impacts on air quality improvements.

Yet, amid uncertainty and halted progress, hope shines through—29 projects are already racing ahead, promising imminent relief for EV travelers venturing between North Texas and major cities. Picture the highways buzzing with vehicles, recharging stations popping up like oases in a desert, offering *free power* to eager road-trippers.

Clarke, steering the DFW Clean Cities program, stresses a resilient vision: while delays are inevitable, the foreseeable future of Texas's clean energy journey remains bright. The Trump administration's funding pause touches only a fraction of the grand scope of charging infrastructure expansion, as developers increasingly view EV amenities as a high-value asset.

In a flurry of anticipation, North Texas cities strive to meet booming demand with almost 95,000 registered EVs prowling the roads, all while the federal pause leaves the fate of substantial tax

credits in suspense. Meanwhile, questions loom over the impact on Tesla, Elon Musk's powerhouse headquartered in Austin, as federal support faces an uncertain future.

The pulse of Texas's EV expansion beats on, rallying forward with aspirations of uninterrupted growth. As challenges arise, so do the opportunities to drive change in the energy landscape.

Will Texas Overcome the Roadblocks to EV Expansion?

The state of Texas stands at a crucial juncture in its journey toward the widespread adoption of electric vehicles (EVs). With the Trump administration recently pausing the \$3 billion funding earmarked for the National Electric Vehicle Infrastructure (NEVI) program, there are concerns about the potential slowdown in infrastructure development. This decision affects around 60 EV charging projects across the state, raising important questions about the immediate and long-term impacts on Texas's environmental and economic landscapes.

Key Insights into the EV Landscape in Texas

1. Current EV Infrastructure and Future Prospects:

- Despite the stall in federal funding, 29 EV charging projects are still progressing, boosting the confidence of EV travelers relying on a growing network of recharging stations.
- City planners and clean energy advocates are optimistic, viewing these developments as critical steps in reducing emissions and enhancing air quality.

2. The Role of Local and Federal Collaboration:

- Local initiatives, spearheaded by organizations like the North Central Texas Council of Governments, play a crucial role in sustaining growth momentum by providing strategic planning and community support.
- Cooperation between state and federal entities is vital for negotiating future agreements that support EV infrastructure.

3. Economic Implications and Market Trends:

- The demand for EVs in Texas is rising, with nearly 95,000 registered EVs reflecting strong market trends.
- Investments in EV charging infrastructure are increasingly seen as lucrative, with businesses capitalizing on consumer preferences shifting toward sustainability.

4. Impact on Major Industry Players:

- The delay in funding raises questions about Tesla's strategic positioning in Texas, especially given its headquarters in Austin and significant market influence.
- The support of both local and international EV manufacturers is critical for navigating this period of uncertainty.

Pros and Cons of the Current EV Development Landscape

– Pros:

- Texas continues to signal a commitment to clean energy, with infrastructure projects advancing despite federal funding issues.
- Local adaptability and innovation could lead to more sustainable and efficient energy solutions.

– Cons:

- The funding pause temporarily halts incentives and may lead to slower progress on new

charging projects.

– There is potential for disruption in market growth, affecting both consumers and manufacturers.

Predictions and Future Directions for EVs in Texas

– Texas is likely to maintain its trajectory toward a cleaner energy future, using available resources and alternative funding to overcome current hurdles.

– The resilience of local initiatives, combined with policy adjustments, will determine the speed and effectiveness of EV adoption.

Recommended Resources

For ongoing updates and in-depth analysis of the EV market and related policies, consider visiting these sites:

- [Electrek](#)
- [Green Car Reports](#)
- [Engadget](#)

While the Trump administration's pause on the NEVI program introduces challenges, Texas's EV sector remains vibrant, adapting to changes, and continuing to thrive. Cooperation between federal, state, and local entities, alongside industry leaders, will be pivotal in guiding the state through this transition, ensuring that aspirations for a sustainable and emission-free future are realized.

KERA

RICHARDSON CITY COUNCIL VOTES TO FULLY SUPPORT DART'S FUNDING

By Pablo Arauz Pena

Feb. 12, 2025

The Richardson City Council on Monday voted to support full funding for Dallas Area Rapid Transit.

The vote makes it one of the only cities to openly support DART in a resolution. This comes as the transit agency has been at odds with other member cities over its funding structure.

Richardson City Manager Don Magner told KERA that DART is an asset for the city's residents and the resolution is meant to formalize the city's support.

"[The council] felt at this critical time as DART's board continues to work on its governance and adjust other policies and procedures that this was the time, it was an appropriate time to make that resolution action," Magner said.

DART has a major presence in Richardson, with four light rail stations, several bus routes and some GoLink service in the city's northeast corner. One of the busiest routes in the DART system is the UTD Comet Cruiser route 883, which provides service to UT Dallas students, faculty and staff in and around Richardson.

Magner said part of the success of DART in Richardson is due to the council's planning around transit-oriented developments, like Galatyn Park and Cityline on the city's east side.

"I think the way that we have tried to be deliberate about leveraging DART has resulted in the city experiencing a high level of success at stations," Magner said.

The unanimous vote came a week after DART board chair Gary Slagel spoke to Richardson City Council members about [the agency's efforts to save its funding from potential legislative action](#) by Plano and five other member cities that signed resolutions to change DART's funding structure.

"We are trying to get some cities that signed that resolution to back off and see if that works," Slagel told the council.

Magner said the council is interested in solutions when it comes to working with other DART member cities.

"I look forward to working with any city that's a member of DART as well as the DART staff themselves on ways that we can leverage DART for the whole region, like the city of Richardson has leveraged DART," Magner said.

The Regional Transportation Council (RTC) last fall gave DART and member cities until the end of this month to solve the funding dispute. The RTC plans to discuss the topic at its meeting Thursday.

CBS NEWS

WITH PAPER TAGS GOING AWAY IN TEXAS, OFFICIALS FEAR TOLL DODGERS WILL USE FAKE METAL PLATES

By Brian New, Lexi Salazar

Feb. 12, 2025



CBS News

Toll evaders in Texas have long exploited fake paper tags to dodge millions of dollars in toll fees, funds intended for road maintenance and potentially lower fees for honest drivers.

A new Texas law set to take effect this summer will eliminate paper tags, replacing them with temporary metal plates for new car buyers. However, it's unclear if the new law will reduce toll dodging or lead to an increase in other toll dodging schemes, including the use of fake metal plates.

"The suspicion is maybe we are going from one problem to another," said Chris Klaus from the North Central Texas Council of Governments (NCTCOG). The NCTCOG oversees planning and funding for the region's transportation projects, including toll roads.

Last year, over 16 million vehicles drove on North Texas toll roads without paying, accumulating more than \$69 million in unpaid tolls, according to the North Texas Tollway Authority (NTTA). These cases involved out-of-state, unregistered, or fake plates – metal and paper – making it impossible for state records to identify the vehicle owners.

To stay ahead of potential new schemes, Klaus and his team at the NCTCOG are collecting data from traffic cameras and toll readers to identify the prevalence of unregistered metal plates that are potentially fake. Two additional surveys will be conducted: one in July when the state

stops issuing paper tags and another in September when the last paper tag expires. Klaus' team hopes to determine if fake metal plates increase as paper tags go away.

"There will always be something, but I think we can work to reduce the number of occurrences," Klaus said. "We'll be on the lookout for that next scheme, that next tactic for someone to evade a toll."

Online, dozens of companies legally sell novelty license plates, including through Amazon. For less than \$15, anyone can customize and purchase a Texas metal plate that looks just like a real one. The plates are advertised as home decorations and gifts, but with their realistic appearance, officials suspect they have been used as fraudulent plates.

When the CBS News Texas I-Team asked Amazon if the company knew how some were using products sold on its website, an Amazon official said they were "investigating the matter" but declined to comment further.

In other states, toll authority officials have launched campaigns to crack down on license plate covers and reflective sprays that block toll readers. In New York City, Amazon agreed to stop shipping certain plate covers to specific ZIP codes due to their prevalence among toll evaders.

"They (fake metal plates) are definitely less obvious than paper tags," Klaus noted. "A paper tag is a paper tag; you see those all the time. When July 1 comes, you have no idea if that vehicle is properly registered."

Toll evasion is not only a financial issue but also a safety concern. Fake plates, whether paper or metal, can prevent police officers from knowing who they are dealing with during a traffic stop, posing a significant risk.

AGENCY PLANS MORE LIGHTING, LITTER CLEANUPS AND OPEN SPACE PRESERVATION ALONG TRINITY RIVER

By Nicole Lopez

Feb. 13, 2025

Since 2022, the Tarrant Regional Water District has pulled back from hosting some of its most popular [community events](#) — including an annual [Oktoberfest celebration](#) and [Panther Island Ice](#) — in what officials say is an effort to better serve the agency's goals.

Following requests for [public feedback](#) and a year and a half of work, the water district has a new roadmap for its recreational offerings across North Texas.

The master plan, adopted in January, aims to better align with the missions of the agency's partners, apply community input and define the district's governance over recreation through its water and land supply, said the district's chief operating officer Darrell Beason. The water district maintains the Trinity Trails systems, manages Panther Island Pavilion in downtown Fort Worth and owns reservoirs in east and north Texas, including the Marine Creek Lake reservoir.

While recreation is a major area of focus for the district, the master plan is more than just a list of projects, said Beason. It serves to build on the district's existing plans by leveraging and maintaining assets such as its water supply and parks.

Goals listed in the master plan include promoting healthy ecosystems and fostering environmental advocacy.

The district aims to meet those goals by implementing increased safety, security and quality measures in the agency's parks and reservoirs, according to Beason. This includes continuing litter prevention and cleanup efforts in parks and installing lighting along the Trinity Trails system.

Lighting would address concerns previously voiced by residents about [safety on the Trinity Trails](#). After being attacked by a man on the trails, Jesca Arnold and her father, Don Arnold, created nonprofit Safe + Happy Trails. The nonprofit donated \$35,000 to the water district last summer to go toward security measures.

In a press release, the water district said the implementation of the master plan would begin in 2025, with projects including trail signage, striping and lighting looped trails to [begin this spring](#).

Which parks and lakes does the water district manage?

- Bridgeport Lake
- Cedar Creek Lake
- Eagle Mountain Lake
- Richland-Chambers Lake
- Marine Creek Lake
- Eagle Mountain Park

- Twin Points Park
- Airfield Falls

In partnership with the Texas Parks & Wildlife Department, the district also manages the George W. Shannon Wetlands.

The agency will continue to organize and host events such as spring festival Mayfest, Trinity Flyfest, Fort Worth's Fourth and its annual Trash Bash, to promote a community that advocates for natural resources and seeks to protect local ecosystems.

The master plan is "just an indication of how we're going to change or improve how we're maintaining things," said Beason.

The water district worked with civil engineering company Dunaway and other partners to devise a plan that met everyone's goals in providing recreation through the water district's natural resources, Beason said.

As for its goals around enhancing community health and strengthening community connections, the water district already has some areas of focus in mind.

The water district intends on creating more accessibility to the Trinity River and its trails in response to community requests through new waterways, bridges and crossings.



Some anglers stand in the Trinity River as they cast their lines on March 11, 2023, at the Trinity Flyfest at River Park Trailhead, 3100 Bryant Irvin Road. (Cristian ArguetaSoto | Fort Worth Report)

The district seeks to make its parks and lakes more accessible and family friendly as well to encourage interacting with open spaces.

Each of these goals and projects aligns with the water district's main priority: ensuring clean water flow from healthy environments, according to Beason.

"We make sure that whatever we're doing is compatible with best management practices because it's all about the water," said Beason. Recreation is simply a "byproduct" of the district's water supply, flood control, and management of parks, Beason added.

Partnerships and recreational events

The water district is partnered with several public stakeholders, including nonprofit Streams & Valleys, the North Central Texas Council of Governments and the city of Fort Worth, among others.

Community members can expect to see long-term involvement between the water district and its partners when it comes to pursuing and maintaining projects, according to Beason.

The master plan goes on to list long-term projects. Those include preserving and establishing new natural areas in partnership with the Fort Worth-based Botanical Research Institute of Texas and the Lady Bird Johnson Wildflower Center at the University of Texas at Austin.

Major projects such as these are only possible when the water district and its partners work together, said Beason.

"There was a time period when we were trying to do so many things on our own, and there has been an intentional shift to bringing in partners," said Beason.

Cultivating partnerships also makes it possible for the water district to host events at outdoor learning venues to support preservation of open space, the master plan states.

In addition to maintaining and upgrading the water district's assets, the master plan acts as a guide for the water district when taking on community events.

In reviewing public feedback, it was clear the community wanted the water district to be involved in major events, such as Fort Worth's Fourth and Mayfest, said Beason.

The water district will consider hosting a wide range of events each year, but will continue to coordinate with partners and other organizations to lead seasonal events, the master plan says. This will keep the district in a "leading stewardship role" while allowing the community to enjoy activities along waterways and the district's land.

The change in event leadership came after the water district announced in 2022 it would no longer host high-profile events Oktoberfest, Fort Wurst and Marine Creek Health and Safety Fair. This also accompanied the district's decision to cut funding concessions and rentals at the Panther Island Pavilion, according to the water district's 2023 budget obtained by the Report.

In 2023, Beason told the Report the water district's recreation budget was intended for the maintenance of its recreational areas.

Under general manager Dan Buhman's tenure, which began amid the fallout of a 2021 leadership scandal, the water district has been more focused on litter pickups and recreational activities related to water supply and flood control, according to [previous Report coverage](#).

The fate of the land that housed the historic LaGrave Field is not mentioned in the recreation master plan. Taken under the water district's ownership in 2019, the district's board of directors voted last June to [demolish LaGrave](#) and [began the process this month](#). The vote came in response to a consultant's recommendation, citing "skepticism" about the stadium's ability to attract a financially sustainable sports team that would put LaGrave to use year-round.

In a May meeting, board member James Hill said discussions with property owners or developers would be delayed until the water district and a consultant come up with a framework for LaGrave's future use.

More recently, the water district approved a \$1 million contract to hire a real estate advisory firm, U3 Advisors, to create a strategy for selling the water district's land on [Panther Island](#). The water district owns about 116 acres of land near the island, or about 60% of 193 total developable acres, according to a [March 2024 consultant report](#).

HERE ARE THE 35 CANDIDATES RUNNING FOR FORT WORTH CITY COUNCIL IN MAY 2025 ELECTION

By Cecilia Lenzen, Emily Wolf

Feb. 14, 2025

The race for Fort Worth City Council is officially on, with 35 candidates vying for a place on the May 3 ballot.

Interested candidates had until Feb. 14 to apply for a place on the ballot. Of the 11 seats, the mayor's race has drawn the most competition, with seven people contesting Mayor Mattie Parker, who is seeking her third term. In the 2023 election, the mayor's race drew five candidates.

The council is guaranteed to welcome at least two new faces, as incumbent council members Gyna Bivens of District 5 and Jared Williams of District 6 are not seeking reelection. Of the other nine incumbents, all but District 7's Macy Hill and District 10's Alan Blaylock are facing at least one challenger.

In Fort Worth, every City Council seat is up for reelection at the same time. That means every voter in Fort Worth — no matter what district they live in — will have an opportunity to vote for new representation on council. You can find what district you live in [here](#).

Candidates will participate in a drawing to determine their places on the ballot at 9 a.m. Feb. 20, at the new City Hall building at 100 Fort Worth Trail.

This year's election is the second election cycle with 11 seats up for grabs on Fort Worth City Council. The council expanded from nine to 11 seats after redistricting in 2022.

Mark your calendar for these key voting dates:

April 3: Last day to register to vote

April 22: Last day to apply for a mail-in ballot

April 22: Early voting begins

April 29: Early voting ends

May 3: Election Day

You may check your voter registration status [here](#).

The Fort Worth Report has compiled a list of all City Council candidates running for election in the May 2025 race. These are the candidates as of the filing deadline.

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. She is a licensed attorney. Parker serves as chair of the Texas' Big City Mayors coalition, co-chair of

the national Mayors for Parks Coalition and vice chair of the national Mayors Alliance to End Childhood Hunger. She holds a law degree from Texas A&M University and a bachelor's degree in government from the University of Texas at Austin.

Donnell Ballard

Ballard is the founder of Fort Worth-based activist group United My Justice and has organized protests against police shootings. He has 30 years of experience in TV and radio and currently hosts a podcast.

Alyson Kennedy

Kennedy is a political activist and lists her occupation as facility cleaner. She ran for Fort Worth mayor in 2023 and Dallas mayor in 2019. She has been the Socialist Workers Party's nominee for vice president and president in several presidential elections.

Jeremy F. Labelle

Labelle works in landscaping. More information about the candidate was not immediately available.

Josh Lucas

Lucas is the community ministries coordinator at Broadway Baptist Church and a board 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.

Lawrence Walker

Walker is an entrepreneur who founded consulting company PCU. He is a member of the Polytechnic Heights Neighborhood Association and a founding member of the organization Community Leadership United. He studied computer science at Tarrant County College.

Chris Wood

Wood is a student. She holds master's degrees in environmental science from the University of North Texas and business administration from the University of Texas at Arlington and a bachelor's degree in business administration from Ohio State University.

Millennium Anton C. Woods Jr.

Woods is a consultant. He unsuccessfully ran for District 8 in 2021. More information about the candidate was not immediately available.

District 2

Carlos Flores (incumbent)

Flores has represented District 2 since 2017. He previously worked as an engineer with Lockheed Martin, Raytheon and other engineering companies. He holds a bachelor's degree in aerospace engineering from the University of Texas at Arlington and is a member of the American Institute of Aeronautics and Astronautics and the Society of Flight Test Engineers.

Joe Ponce Jr.

Ponce owns Ponce's Automatic Transmission, a mechanic shop in Fort Worth's Northside neighborhood. He graduated from North Side High School. More information about the candidate was not immediately available.

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. He holds a law degree and a bachelor's degree in business administration and management from Texas A&M University, as well as a master's degree in business administration from Rutgers University in New Jersey.

Jason Ballmann

Ballmann is a strategist for Texas Instruments and previously worked as communications manager for the Southern California Earthquake Center. He served five months on Marfa City Council before resigning to relocate for a job at Texas Instruments. He holds a master's degree in music composition from the University of Southern California and a bachelor's degree in music composition from Southern Methodist University.

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 Reserve. He has been deployed overseas eight times and was wounded in combat in 2004. He owns a real estate media firm. He holds a master's degree in business from Texas Christian University and a bachelor's degree in intelligence studies from the American Military University.

Teresa Ramirez

Ramirez is the owner of Manteles Royal Tea Parties and Spinelli Floral Design and co-founder of the activist organization Tarrant County Latin Republicans. She is an active community volunteer, working with the Fort Worth Police Department and Neighborhood Crime Watch program. She ran against Lauersdorf for the District 4 seat in 2023 before running unsuccessfully for House District 91 later that year.

District 5

Kenneth "Ken" Bowens Jr.

Bowens is the owner and managing partner for Cowtown Enterprises. He ran for mayor in 2023. More information about the candidate was not immediately available.

Marvin Jose Diaz

Diaz lists his occupation as financial controller. More information about the candidate was not immediately available.

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 the Tarrant County Juvenile Services department. She holds a master's degree in educational psychology from American International College in Massachusetts and a bachelor's degree in psychology from the University of St. Joseph in Connecticut.

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. He is an alumnus of Tarrant County College and Foster College, formerly known as Southern Bible Institute & College.

Deborah Peoples

Peoples is a business strategist and former chair of the Tarrant County Democratic Party. She ran for Tarrant County judge in 2022 and Fort Worth mayor in 2021 and 2019. She holds a master's degree in business administration and a bachelor's degree in science from Texas Woman's University.

Bob Willoughby

Willoughby is a frequent speaker at Fort Worth City Council meetings and a sharp critic of current council members. He ran unsuccessfully for District 5 in 2017, 2019, 2021 and 2023.

District 6

Daryl R. Davis II

Davis is the executive pastor of Inspiring Temple of Praise Church in Fort Worth. He has been a Crowley ISD school board member since 2022 and unsuccessfully ran for Fort Worth City Council's District 6 seat in 2019. He holds a master's degree in educational leadership from Northcentral University.

Mia Hall

Hall is the executive director of strategic recruitment for Fort Worth ISD. She has been a Crowley ISD school board member since 2015 and unsuccessfully ran for the Tarrant County Commissioners Court's Precinct 1 seat in 2023. She holds a doctorate degree in educational leadership and administration from the University of Mary Hardin-Baylor, a master's degree in educational leadership and administration from the University of Texas at Arlington and a bachelor's degree in political science and government from the University of Texas at Austin.

Marshall Hobbs

Hobbs is a political science professor at Arlington Baptist University. He holds master's degrees in public administration and political science and government from the University of Texas at Arlington.

Adrian Smith

Smith, a military veteran, is a frequent speaker at Fort Worth City Council meetings and a sharp critic of current council members. He ran unsuccessfully for mayor in 2023 and District 3 in 2021.

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. She also holds master's degrees in liberal art and business administration and a bachelor's degree in science from Texas Christian University.

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. He studied Christian ministries at Dallas Baptist University.

Payton Jackson

Jackson is an activist who previously worked for Nettles' district office. She ran as an independent candidate for Congressional District 33 in 2024 but was ultimately disqualified. She has been a [vocal critic](#) of Nettles and Parker. She holds a bachelor's degree in accounting from the University of Phoenix.

Arthur McCoy Jr.

McCoy owns a landscaping company and is a teacher and baseball coach at Duncanville High School. He holds a bachelor's degree in sociology and criminal justice from Paul Quinn College and a bachelor's degree in theological and ministerial studies from Foster College, formerly known as Southern Bible Institute & College.

District 9

Elizabeth Beck (incumbent)

Beck has represented District 9 since 2021. She served in the U.S. Army Reserve for eight and a half years and deployed as a sergeant to Taji, Iraq, in 2005. She holds a master's degree in regional planning and a bachelor's degree in sociology from the University of Texas at Arlington. She is an attorney and previously worked as a transportation planner at the North Central Texas Council of Governments.

Michael Raulerson

Raulerson is a construction worker. More information about the candidate was not immediately available.

Jenny Stewart

Stewart is a State Farm insurance agent and previously held leadership roles in the Saginaw Area Chamber of Commerce, Eagle Mountain-Saginaw Rotary and Junior Woman's Club of Fort Worth. She holds a bachelor's degree in chemical engineering from the University of Texas at Austin. In 2023, she was one of [several condominium owners who sued](#) the city of Fort Worth for failing to send zoning notifications about rezoning a downtown property to allow the development of a new apartment complex.

District 10

Alan Blaylock (incumbent)

Blaylock has represented District 10 since 2023, becoming the first council member to represent 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. He is an alumnus of Texas Christian University and Tarrant County College.

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. She is the first Latina to be elected to Fort Worth City Council. Most recently, she worked as an executive administrator for the office of former Tarrant County Commissioner Roy Brooks. She holds a master's degree in public administration from the University of Texas at Arlington and a bachelor's degree in science from Texas Wesleyan University.

Hilda Cuzco

Cuzco lists her occupation as "packer." She is a member of the Socialist Workers Party. More information about the candidate was not immediately available.

Christopher Johnson

Johnson is an entrepreneur and served as vice president of the Polytechnic Heights Neighborhood Association in 2023. He unsuccessfully ran against Martinez for the District 11 seat in 2023 and against Nettles for the District 8 seat in 2021.

DALLAS CITY COUNCIL'S CARA MENDELSON WINS 2024 DX CIVIC LEADERSHIP AWARD

By Staff
Feb. 17, 2025

Council Member Cara Mendelsohn has been a transformative figure on the Dallas City Council since her election in May 2019, representing District 12 in Far North Dallas.

Her extensive background in nonprofit leadership and unwavering commitment to community service have significantly contributed to the city's development and welfare.

In her tenure, Mendelsohn has taken on pivotal roles, including Chair of the Public Safety Committee, Chair of the Legislative Affairs Committee, and Vice Chair of the Housing and Homeless Solutions Committee.

Her leadership extends beyond city boundaries. She serves on the Executive Board of the North Central Texas Council of Governments and as the Dallas Delegation Lead for the Regional Transportation Council. These positions underscore her dedication to enhancing public safety, infrastructure, and regional collaboration.

A notable achievement under her guidance is the city's acquisition of the Adventure Landing amusement park. Mendelsohn emphasized its community value, stating, "Adventure Landing is a part of the fabric of our community. It's a 30-year beloved place for families, school field trips, and lasting memories." This initiative reflects her commitment to preserving cherished community spaces.

Mendelsohn's proactive approach to homelessness is evident through her efforts to establish a shelter in Far North Dallas. She addressed community concerns by highlighting the necessity of local solutions: "We have to take care of our own people. We can't expect other parts of the city to do that for us." Her stance demonstrates a balance between empathy and practical action, aiming to support vulnerable populations within her district.

Her advocacy for fiscal responsibility is clear in her recommendations regarding city propositions.

She advised constituents, "Vote NO to ALL city propositions. If zero city propositions pass, it won't count as having amended the charter & we can..." This guidance reflects her commitment to prudent governance and ensuring legislative changes align with the community's best interests.

Beyond her council duties, Mendelsohn's extensive volunteerism has been recognized with numerous civic awards, including "Volunteer of the Year" for Collin County and the Homeless Advocate Award from the Baron and Blue Foundation.

Her multifaceted contributions underscore her dedication to public service. She consistently strives to enhance the quality of life for Dallas residents.

OPINION: IS ARLINGTON READY FOR FLYING TAXIS?

Transportation planners are considering EVTOLs for the 2026 World Cup

By Dallas Morning News Editorial Board
Feb. 16, 2025



An electric vertical takeoff and landing (eVTOL) aircraft flies above the Joby eVTOL aircraft during a demonstration of eVTOLs Nov. 13, 2023, in New York. (AP Photo/Bebeto Matthews)

Wait, flying taxis are real now? This feels like the technology payoff we actually wanted.

For a city with no public transportation, Arlington has toyed with alternative means of moving people around for a while. Autonomous vehicles, check. High-speed train, check. Flying vehicles, check. Public buses? Still no.

Arlington ran a [pilot program for autonomous vehicles](#) in 2021, is a big proponent of the [high-speed train project](#) between Dallas and Fort Worth, and has established partnerships to develop what is known as [electric vertical takeoff and landing](#), or eVTOL, a fancy name for flying taxis. For a city of 395,000, getting a public transit solution should be a guiding star for their future. Whether that solution is going to be taxis in the skies, we won't hold our breath.

But the North Central Texas Council of Governments, the agency responsible for regional transportation planning, is getting serious about air taxis, and they potentially could be ready for the 2026 FIFA World Cup, in which Arlington's Entertainment District will be hosting nine

matches. With international soccer fans coming from all over the world, there is a need for an efficient strategy to move people around.

While flying taxis are a novel idea, and they are already being tested in other parts of the country, we are not so sure about their efficiency, since they carry fewer than 10 people per flight. How many air taxis will we need? How about the costs? [Estimates range](#) from \$2.25 to \$11 per mile, so that's certainly doable.

The NCTCOG tapped a University of Texas in Arlington engineering professor to look into the best sites to land the flying machines. Jinzhu Yu will be using data analytics, modeling and optimization techniques to evaluate potential landing sites.

His analysis will consider population density, socioeconomic status, traffic demand, accessibility to major event venues and environmental impact, according to a UT Arlington statement. Yu will be sharing his findings with transportation planners.

The NCTCOG has until the end of March to present its plans to FIFA. The agency previously devised [a plan that includes the Trinity Rail Express and 50 energy-efficient buses](#). The CentrePort station in Fort Worth — which serves DFW International Airport — can serve as a connection point.

The Federal Aviation Administration already has a new aircraft category for flying taxis, “powered lift,” [but there are still pending regulatory hurdles](#). Given the recent airplane accidents including a [tragic collision over Washington D.C.'s Potomac River](#), the FAA probably has higher priorities than adding more air traffic right now.

Commercial air taxis are expected to debut in Dubai by the end of the year. Also, [President Donald Trump](#) has shown interest in beating China in this effort.

That all sounds great, but we are skeptical that flying taxis will become a reality anytime soon. They are worth exploring, but hardly a solution. The Arlington Entertainment District will need a larger plan for the World Cup, but in the long term the city needs to get transportation right, and that will require much more than taxis in the skies.

TARRANT COUNTY TRANSPORTATION PROJECTS POISED FOR PROGRESS AS FEDERAL FUNDING UNCERTAINTY PERSISTS

By Staff
Feb. 17, 2025

As federal funding for North Texas transportation initiatives hangs in the balance, planners are eager to push ahead with ambitious projects designed to enhance the region's infrastructure.

In the wake of President Donald Trump's administration attempting to freeze billions in funds, a federal court ruling on February 10 mandated that previously allocated federal money be restored to various agencies. However, many federal agencies are still slow to distribute the funds, leaving numerous planned initiatives in limbo.

These initiatives include critical improvements to Fort Worth roads and the expansion of double-track segments for a bustling commuter rail line aimed at tackling the challenges posed by the region's rapid growth.

"The Regional Transportation Council, the federally designated planning organization for the Dallas-Fort Worth area, is dedicated to collaborating with local, state, and federal partners to develop transportation solutions that meet the evolving needs of our community while elevating the quality of life for all North Texans," [stated](#) Michael Morris, director of transportation for the North Central Texas Council of Governments, per the Fort Worth Report.

The legal saga intensified when 22 states and Washington, D.C., challenged an Office of Management and Budget memo based on Trump's executive orders. Although the memo was eventually rescinded, the White House asserted that the original order remained active.

One of the vital projects being discussed is the addition of double-track segments to the Trinity Railway Express (TRE), which connects Fort Worth and Dallas.

This double-track design would enable the rail services to operate more efficiently, a necessity given the surge in ridership, which skyrocketed from over 709,000 in 2021 to more than 1.1 million in 2024.

However, this project is facing opposition from U.S. Rep. Jake Ellzey (R-Waxahachie), who argues that the TRE runs into logistical issues due to its endpoint at the Eddie Bernice Johnson Union Station in Dallas, complicating the proposed high-speed rail line to Arlington.

Another significant development comes from Trinity Metro's recent success in securing a \$25 million grant for the 2.1-mile expansion of the TEXRail commuter line.

This expansion aims to bolster accessibility to the Fort Worth Medical District. It includes new trains and a rail yard expansion, showcasing a commitment to enhancing public transit, reported FWR.

Road safety and accessibility enhancements are also on the agenda, especially near the Naval Air Station Joint Reserve Base Fort Worth. Plans include reconstructing Meandering Road to address poor pavement, adding sidewalks and bike lanes, and proposing a roundabout to improve traffic flow.

The improvement plans for Meandering Road, stretching from the naval station's entrance to River Oaks Boulevard/State Highway 183, involve its complete reconstruction due to deteriorating pavement and the absence of sidewalks and bike lanes.

A roundabout at the intersection of Meandering and Yale Street and a road extension near Roberts Cut Off Road are proposed. While local officials from Fort Worth, River Oaks, and the base support these upgrades, some residents oppose the roundabout at Yale Street.

Additionally, road improvements on River Oaks/State Highway 183 are planned, targeting about five miles for upgrades. These enhancements involve reconstructing the current four-lane divided road with raised curbs, shared-use paths, and sidewalks, expanding it to six lanes from Interstate 30 to White Settlement Road. A distinct federal grant will also fund soundproofing measures for schools nearby the base.

Fort Worth has also submitted a proposal for the 2025 Rebuilding American Infrastructure with Sustainability and Equity grant to assess improvements on an 8-mile segment of Altamesa Boulevard from Interstate 35W to U.S. Highway 287.

The funding would support feasibility studies, preliminary engineering, and environmental assessments for the corridor. On January 14, the Fort Worth City Council approved a resolution requesting \$25 million for the Altamesa project, which is designed to extend from Anglin Drive to Dick Price Road. This extension is part of a broader plan to establish a 40-mile regional corridor benefiting residents of Fort Worth, Forest Hill, Everman, and Kennedale.

Clay Jenkins, the Dallas County judge and chair of the Regional Transportation Council, expressed his support for the project in a letter to the U.S. Department of Transportation in January. He emphasized the urgent need for a dependable and efficient arterial connection in this underserved area, highlighting its potential to close local transportation gaps and offer an alternative route to Interstate 20.

"This project will also advance sustainable infrastructure and promote equity by enhancing mobility and accessibility for communities that have historically faced transportation challenges," added Jenkins, per FWR.

As federal funds trickle in slowly, North Texas is gearing up for transformative transportation initiatives that promise safer roads and more efficient transit options to meet the region's growing demands.

TARRANT COUNTY TRANSPORTATION PROJECTS UNDER REVIEW AS FEDERAL AGENCIES HAVEN'T DISTRIBUTED FUNDING

By Eric Garcia

Feb. 17, 2025

North Texas road, rail and other transportation projects involving millions of dollars in federal funding are under review as planners hope to move forward with projects.

Although President Donald Trump sought to freeze millions of dollars in federal funding while his administration reviews projects, a federal judge ordered the White House on Feb. 10 to comply with a previous order and restore money to agencies, including allocations approved by Congress. However, many federal agencies have not distributed dollars.

Dozens of planned initiatives — including efforts to improve Fort Worth roads and add double-track segments for a popular commuter rail line — would accommodate the area's growth through bolstered transportation infrastructure.

“The Regional Transportation Council, as the federally designated Metropolitan Planning Organization for Dallas-Fort Worth, remains committed to working with our local, state and federal partners on transportation solutions that will allow our transportation system to efficiently meet the needs of our growing region while improving the quality of life we value as North Texans,” Michael Morris, director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council, said in a statement to the Fort Worth Report.

U.S. District Judge John J. McConnell Jr. of Rhode Island said Feb. 10 that agencies with dedicated federal funding — including those approved by Congress — should have access to those dollars since the administration had not complied with a Feb. 3 ruling that temporarily blocked Trump's executive orders.

The ruling came after 22 states and Washington, D.C., challenged the legality of an Office of Management and Budget memo based on Trump's executive orders.

Although the memo was rescinded, a White House spokesperson said Trump's order remained in effect.

Commuter rail double-track project

A planned project would add double-track segments to the Trinity Railway Express, a popular commuter rail line connecting Fort Worth and Dallas. The double track would enable rail services to run more efficiently, planners said.

U.S. Rep. Jake Ellzey, R-Waxahachie, opposes the TRE double-track project because the line ends at Eddie Bernice Johnson Union Station in downtown Dallas, near where a proposed Fort Worth to Arlington high-speed rail line would run. Ellzey's district covers portions of Tarrant County, including part of Arlington and Mansfield.

“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,” Ellzey

wrote in a Dec. 17 letter to former Federal Railroad Administration administrator Amit Bose. “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.”

Ellzey’s letter refers to Texas Central Railroad, the entity that teamed with Amtrak on the Dallas to Houston high-speed rail proposal, but doesn’t mention that the TRE double-track project is a separate transportation project.

A spokesperson for Ellzey did not respond to a Report request for comment.

Tarrant TRE projects include replacing more than 33,000 feet of single-track sections in Fort Worth’s Northside, Haltom City and far east Fort Worth. A bridge over State Highway 360 would be replaced.

The double-track project — intended to make TRE service more reliable and frequent so fewer cars are on local highways — would also include building new bridges and eliminating grade crossings.

TRE ridership has grown from 709,297 in 2021 to 977,414 in 2022 before passengers exceeded 1 million in 2023. The agency reached 1.1 million passengers in 2024, figures show.

Two transit agencies — Fort Worth’s Trinity Metro and Dallas Area Rapid Transit — own the TRE line.

TEXRail expansion

Trinity Metro was recently awarded [a \\$25 million grant](#) earmarked for the 2.1-mile expansion of the TEXRail commuter line and the agency has already [committed \\$3.1 million](#) for needed equipment and infrastructure related to the expansion.

The transit agency’s board of directors on Jan. 21 approved funding to extend preconstruction services to October 2025. The \$2 million project will provide more time to complete stakeholder coordination and third-party agreements as well as secure additional funding to move the project forward, according to a Trinity Metro staff report.

The [TEXRail](#) expansion would stretch into the Near Southside district to a new station in the Fort Worth Medical District. The project also includes the purchase of four new TEXRail trains and a rail yard expansion.

North Texas planners also want to improve dozens of roads targeted because of rapid regional growth.

Northwest Fort Worth road improvements

Among the North Texas transportation projects earmarked for federal money are two road projects intended to improve safety and access to Naval Air Station Joint Reserve Base Fort Worth.

Officials seek to improve Meandering Road from the Naval station gate to River Oaks Boulevard/State Highway 183 since the road needs to be reconstructed because of poor pavement and lacking sidewalks and bicycle lanes.

A roundabout is proposed at Meandering and Yale Street, and a road extension would be created near Roberts Cut Off Road.

The cities of Fort Worth and River Oaks, the council of governments and the base favor the improvements, while some residents oppose the Yale Street roundabout.

Other base-related road improvements call for upgrades to River Oaks/State Highway 183. About 5 miles are targeted for improvements with plans to reconstruct the existing four-lane divided road with raised curbs, shared-use paths and sidewalks. The road would be widened to six lanes from Interstate 30 to White Settlement Road.

A separate federal grant would provide soundproofing to local schools near the base.

Southeast Fort Worth traffic study

Fort Worth also applied for a 2025 Rebuilding American Infrastructure with Sustainability and Equity grant to plan for improvements to an 8-mile stretch of Altamesa Boulevard from Interstate 35W to U.S. Highway 287.

The funds would pay for corridor feasibility planning, preliminary engineering and environmental assessment needs.

On Jan. 14, the Fort Worth City Council approved a resolution seeking \$25 million for the Altamesa project from Anglin Drive to Dick Price Road. The planned extension, the resolution said, is “part of creating a 40-mile-long regional corridor for the citizens of Fort Worth, Forest Hill, Everman and Kennedale.”

Clay Jenkins, Dallas County judge and chair of the Regional Transportation Council, wrote to the U.S. Department of Transportation in January to support the project.

“This underserved area urgently needs a reliable and efficient arterial connection, not only to address local transportation gaps, but also to provide an alternative route to (Interstate 20),” Jenkins wrote. “This project will also advance sustainable infrastructure and promote equity by enhancing mobility and accessibility for communities that have historically faced transportation challenges.”

TRANSPORTATION COUNCIL'S VOTE SETS STAGE FOR DART FUNDING LEGISLATION

Pablo Arauz Peña
February 18, 2025



Pablo Arauz Peña, KERA A woman gets ready to board a DART bus in downtown Dallas.

The Regional Transportation Council is staying neutral in the funding debate between Dallas Area Rapid Transit and cities unhappy with DART's service.

A sharply divided council voted 17 to 16 Thursday not to back DART in the legislature if the funding debate heads to the Statehouse. The council was debating whether to add the language "Protect existing transportation authority dedicated funding" to the RTC's legislative agenda.

"We need the transportation authorities to do more, not less," transportation director Michael Morris said.

With the council taking a neutral position, Morris said he expects to see state legislation filed next month to cut a portion of DART's funding.

"I don't know what the path forward would be because my suspicion is there will be legislation introduced that may or may not be in the interest of this Regional Transportation Council," Morris said.

DART's efforts to save its funding

Last October, the RTC gave DART and member cities until the end of this month to resolve its funding debate or it would pull its support in its legislative agenda.

DART's board chair Gary Slagel told the council that the agency [has been meeting with member cities](#) in order to settle the dispute. He and other DART leaders want several member cities to rescind their resolutions calling to reduce the agency's funding.

"We all want to make sure we're getting the value out of the system that our taxpayers are paying for," Slagel said.

Since those talks began, member cities have made requests for changing and adding services, including expanding GoLink, eliminating some bus routes and creating circulator routes in some areas, like Legacy West in Plano.

On Tuesday, the board learned that these requests for enhanced services across the system would cost up to \$18 million. Slagel said most DART member cities, except for Dallas, told the agency it wants to see more micro-transit.

"They would also like to have a circulator or shuttle system through their community for routes where it made sense," he said. "And maybe we eliminate some large buses in some of the cities because the perception is they're not utilized as they should be."

Slagel told North Texas leaders to continue supporting the agency's funding in order to benefit the whole region. He added that DART's Silver Line, which will be completed "this calendar year," will add value for some of the cities that want to pull funding.

"We will need some help, I'm sure, from our legislature, but it's not to take money away, it's to add money," Slagel said. "With that, I ask for your support. We are here as an organization to do what you need us to do, satisfy your needs."

Other transit leaders echoed Slagel's concerns.

"This is to the detriment of the system, which is then the detriment to the region, if DART gets defunded, there is no going back," said Dallas City Council Member Omar Narvaez, who chairs the city's Transportation and Infrastructure Committee.

Slagel said he plans to meet with Narvaez and the transportation committee next week.

Speaking for transit between Dallas and Tarrant Counties, Jeff Davis, board chair for Trinity Metro, said he supports protecting existing funding.

"Everyone is talking about how the region is growing," Davis said. "We can't build more roads. By not supporting the existing funding, we're making a statement that we really don't support transit."

Blowback from cities

Thursday's vote came after a lengthy discussion between city, county and transportation leaders from across North Texas.

Dallas County Judge Clay Lewis Jenkins, the council's current chair, asked leaders to avoid "back-and-forth" in their disagreements over whether to stay out of the legislative debate or continue supporting DART's funding.

"Everybody, regardless of your thoughts, all want what you perceive to be best for your constituents," he said.

Plano Mayor John Muns was among those arguing that DART's funding should be reduced and that the RTC should stay neutral.

He referenced a recent report by consultant firm Ernst & Young that showed the value that cities were getting relative to their contributions to DART in 2023. He said Plano "donates" \$110 million in sales tax dollars to the agency each year and sees about 40% that much in services.

"I'm very sure that all the city council members and mayors that are here today would have a responsibility to their community to address something as large as that," Muns said.

A majority of DART's funding comes from the one-cent sales tax revenue from its 13 member cities. Several want to reduce that contribution by 25%.



Carrollton Mayor Steve Babick said he wasn't satisfied with the actions that DART has taken so far in addressing cities' issues with the agency. He said [the vote the DART board made](#) to give suburban member cities more say in decisions to add services isn't enough to change his mind.

"One vote on a supermajority for adding services is the only thing that has officially occurred," Babick said. "A lot of great discussions, but one vote."

Collin County Commissioner Duncan Webb had originally proposed the February deadline for DART and cities to resolve their debate. He said with the [rapid growth occurring in his county](#), he's in early talks to potentially develop a new transit agency for the county "because DART can't get its act together."

"I'm not out to defund DART," Webb said. "My objective is to figure out a way that we can put together a transit system for the betterment of the whole region."

Morris added that he may need to call an emergency meeting before the next scheduled meeting in March to get direction from regional leaders on how to move forward.

DALLAS LEADERS VOTE TO SUPPORT DART TO AVOID 'DESTROYING' THE AGENCY

By Pablo Arauz Pena

Feb. 19, 2025

Members of Dallas' transportation and infrastructure committee on Tuesday let DART officials know they have the agency's back in its fight to defend its funding.

The committee voted 6 to 1 to advance a resolution to the city council to support full funding for DART as the agency braces for [potential legislative action](#) to reduce contributions from member cities by 25%.

During the meeting, DART CEO Nadine Lee shared the latest updates on how the agency aims to improve its service within Dallas' city limits.

"There are a lot of opportunities for us to enhance the frequency of our services," Lee said. "The primary way that we can do that right now is through our bus network."

Those efforts could fall short, however, if the agency's funding is reduced.

"We're about to crank up a Silver Line that may run for a month and a half and then we'll have to shut it down," DART Board chair Gary Slagel told the committee. "It is unacceptable that we're in a position we're in but we're in it and our fight is to get out of it."

The latest vote by Dallas is a show of support for the agency that has the target of fierce criticisms by several of its member cities.

District 6 Council Member and committee chair Omar Narvaez said the effort by suburban cities, led by Plano, to defund the agency could be damaging to the region. In December Plano Mayor John Muns sent a letter to DART requesting the agency return millions of dollars in tax revenue or it would proceed with legislation at the state level to [amend a section of Texas' transportation code](#) related to how DART operates.

"This is a cheap way to get funding, which is to destroy a major entity – a non-governmental entity – that we are partners with and it would be to the detriment of our residents in the entire system," Narvaez said.

The issue has caused a rift among regional leaders, even within the Dallas City Council after [the Regional Transportation Council voted to stay neutral in the funding debate](#). The Dallas delegation on the regional council was split in the crucial decision that sets the stage for a legislative fight.

The Dallas City Council [voted last year to support DART in its legislative agenda](#). District 12 Council Member Cara Mendelsohn, the sole no vote on Tuesday's resolution, said the city has already made its stance on DART clear.

But some committee members said it wasn't enough.

“I think that we've got a lot of mixed signals coming from our city,” said District 7 Council Member Adam Bazaldua. “It's important for us to take action as a city and then we can allow any type of individual opinions to carry their own.”

FORT WORTH INC.

FROM SHAPING REAL ESTATE LEADERS AT TCU TO STEERING WATER POLICY AND SERVING AT THE FEDERAL RESERVE, JAMES HILL IS BUSY

By John Henry
Feb. 20, 2025

Surely, James Hill could go on one of those who's-got-talent TV shows and demonstrate his aptitude for juggling, say, bowling balls.

He's got a lot of 16-pounders in the air.

"We always thought the worst job in the world would be to do the same, you know, putting rivets into the side of a machine" hour after hour, day after day," Hill says. "I like the idea of being dynamic and being able to handle lots of different things, I enjoy that. I like variety in my day."

He has assuredly pulled that off. He's as busy as a hamster on a wheel.

Consider, in no particular order, what he has going on:

For starters, Hill is the director of the Center for Real Estate at TCU's Neeley School of Business. In the role, he cultivates partnerships between the university and the real estate industry. He has taught off and on in the Neeley School since 2008. This semester the course is real estate finance and investments.

"I love teaching," he says.

Another hat is that of principal of James Hill Consulting. In this role, Hill, a licensed real estate broker in Texas and CCIM designee, offers real estate and corporate finance advice, along with strategic planning for businesses, family offices, and high-net-worth individuals.

Next up: James Hill, elected official.

Hill is a member of the Tarrant Regional Water District Board, one of Texas' largest water suppliers and a critical flood control partner for the U.S. Army Corps of Engineers. It's a pivotal juncture for the policymakers of the TRWD. The water district currently provides water to more than 2 million people across its 11-county jurisdiction, a number projected to grow to nearly 6 million by 2050, according to the North Central Texas Council of Governments.

Delivering water to meet this growing demand requires extensive infrastructure, strategic planning, and innovative solutions. The wet stuff doesn't simply appear and flow effortlessly through pipes.

Betsy Price, then mayor of Fort Worth, encouraged him to run. He was finishing up a long stint on the city's Zone Board of Adjustment.

"It was important that we had somebody that had financial acumen on a board that handles almost a billion dollars' worth of bonds," Hill says.

And, lastly, Hill is a member of the board of the Federal Reserve Bank of Dallas, elected by member banks to offer insight into regional and national economic conditions.

"I like what I'm doing now because it's, I go from water district to personal business to private investments to family office to TCU," Hill says. "I kind of get to do a lot of different things a day. It's harder to manage my calendar, but I enjoy it."

Hill is in the midst of his second term on the Fed board. Each of the 12 Fed districts are made up of nine-member boards. Three are appointed by the Board of Governors in Washington, D.C. Three are elected by the banks to serve the banks, and Hill is among the three elected by the banks to serve the public.

The districts are named for the city in which they're headquartered. The Dallas district is made up of eastern New Mexico and northern Louisiana, in addition to Texas.

His responsibilities there include contributing to the monetary policy discussions of the Federal Open Market Committee, while also playing an oversight role in the Reserve Bank's operations, including corporate governance and internal auditing. He also reports on the temperature of economic conditions in the region and nationally.

Eight times a year each district produces a "Summary of Commentary on Current Economic Conditions by Federal Reserve District," known informally as the "Beige Book" — the cover is beige colored. Each report is an anecdotal summary of economic conditions across the 12 Federal Reserve Districts, offering insights into factors like employment, inflation, consumer spending, and manufacturing, based on reports from business contacts, economists, market experts, and other sources.

They are important because what's happening in the Dallas district is not necessarily what's happening in Cincinnati or San Francisco.

"Different parts of the economy in different parts of the country are always ebbing and flowing at different times," Hill says. "We provide our input that gets assimilated into the 'Beige Book.' One of my jobs as a board member is to talk to businesses out in the community and say, 'Hey, what are you seeing? Are you hiring?' The Fed does a lot of this work on its own, but a lot of it's me being out as a representative of the Reserve Bank."

His most recent report, he said, would be heavy on the film industry, which now includes 16 production houses in North Texas, and the impact, if any or if known, of the devastating fires in California might have on the industry.

"Does that translate to more of those folks moving to Austin or Dallas or Fort Worth," he wonders. "I don't know the answer to that, but I thought it would be a fun report for me to do to kind of talk about something that's directly affecting Tarrant County."

Hill, a Fort Worth native who was schooled at Country Day, graduated with a BBA in finance from University of Texas right after Sept. 11 before coming home to earn an MBA from TCU. His wife, Macy, is a Fort Worth City Councilmember. They met on a blind date at Margie's, the acclaimed Fort Worth Italian hole-in-the-wall. They have two sons.

His first job after graduate school was with a debt fund in Dallas, which bought debt with the intent of owning the underlying asset. It had an initial \$100 million capital raise that "we levered up to \$350 million-ish."

At Texas Capital, where he worked for 10 years, he ran, at intervals, the real estate group, the private bank, and then government affairs for the holding company.

All told, his experience in banking spans close to 20 years, ending with a board position for a small bank, a position he had to relinquish in order to serve on the board of the Federal Reserve Dallas.

What's next — a public or private venture — he says he doesn't know, but there will be something.

That's just the way he rolls.

"I like being involved," he says. "Part of it is I like to meet people. That's just my personality."

TRINITY METRO EXPECTS TO RECEIVE \$77.5M IN FEDERAL GRANTS IN 2025 DESPITE FUNDING PAUSE

By Eric Garcia

Feb. 20, 2025

Trinity Metro — awaiting about \$77.5 million in federal grant funding — expects to receive more than half of that money soon as transit agencies around the state start to receive dollars from the Federal Transit Administration.

President Donald Trump [paused federal funding](#) in January to review programs that align with his administration although a federal judge recently ordered the White House to release dedicated money, including items approved by Congress.

Richard W. Andreski, president and CEO of the Fort Worth-based transit agency, said during a Feb. 18 meeting that he is confident the grant funding will be received soon.

Excluding federal funds, Trinity Metro's revenues total \$148 million — 90% of the \$163.7 million that the agency requires to operate its programs, Greg Jordan, Trinity Metro's chief financial officer, said.

"Without those federal dollars, we'd find (ourselves) in a position where we'd have to eliminate roughly \$15 million worth of operating costs to come back into parity," Jordan told Trinity Metro's board of directors. "This is something we've discussed in the past with the board, it's something we remain mindful of, and it's something we're working to close that gap as we develop the FY '26 budget."

On Sept. 15, the regional transit agency's board unanimously [approved](#) a \$163.7 million operating budget for the 2025 fiscal year, which started Oct. 1. That amount is up about \$15.8 million from the \$147.9 million budget that the agency approved in September 2023.

Trinity Metro receives a .5% portion of the local 8.25% sales tax.

The agency, which also expects to receive about \$225 million in operating revenue for fiscal year 2025, projects to spend \$223.4 million this fiscal year — about \$2.1 million below budget. Jordan said revenues from sales taxes, which can be elastic, are being monitored to adjust the budget as needed.

Federal grants totaling \$77.5 million are expected this fiscal year, Jordan said.

"Currently, we have about \$40 million dollars that's in the pipeline with FTA," Jordan said. "They have given us confidence that these funds will be received in the coming days."

Another \$37.5 million in federal grants is also expected to come in during fiscal year 2025, although that money could be received as late as the first quarter of 2026, Jordan said.

The agency currently has about \$30 million in unrestricted cash.

"We're keeping a very, very close eye on everything," Jordan said.

Andreski said federal formula funds based on population ridership statistics are apportioned by the [North Central Texas Council of Governments](#) and used for, in part, ongoing Trinity Metro maintenance and operations expenses.

“If those funds were to go away,” Andreski said, “we would find ourselves in a position of not having enough to cover ongoing operations. I’m going to put a little positive note on that. As of today, all other transit systems — and we’re talking to others in Texas and around the country — those funds are still flowing. So there’s been no change in that funding outlook at the moment. We’re reasonably optimistic that will continue and we’ll keep you posted.”

Commuter rail ridership this year continues to exceed 2024 numbers, Trinity Metro data shows.

In January 2025, rail ridership was up over the same month last year. The agency reported 57,100 riders on TEXRail in January 2025, compared to 50,200 riders in January 2024.

Trinity Railway Express ridership from Fort Worth to Dallas also increased. Trinity Metro said 106,800 riders rode that commuter line in January 2025, up from 98,800 riders in January 2024.

DART SAYS LEGISLATION TO REDUCE ITS FUNDING WOULD HAVE 'DEVASTATING IMPACT'

By Pablo Arauz Pena

Feb. 25, 2025

Leaders at Dallas Area Rapid Transit say legislation filed in the Statehouse last week would have a “devastating economic impact” on the region if the bills become law.

The identical bills — [House Bill 3187](#) and [Senate Bill 1557](#) — would reduce member cities' contribution to a regional transportation authority by 25%. DART gets most of its funding from a one-cent sales and use tax from its 13 member cities, which adds up to millions of dollars.

“We can say without question that this legislation will dramatically reduce bus and rail service reliability, expansion plans, and long-term infrastructure investments,” DART Board Chair Gary Slagel said in a statement.

The bills would redirect up to a quarter of that sales tax revenue back to member cities to fund a “general mobility program.” That could include sidewalk and bike trail maintenance, street light installation and drainage work.

“HB 3187 gives cities, who are paying more into the DART system than the city is receiving in services, a 25% reimbursement of hard-earned taxpayer funds for the city to use for priority transportation projects to improve mobility for its residents,” the House bill’s author, Republican Rep. Matt Shaheen of Plano, told KERA in a statement.

KERA has also reached out to Republican state Sen. Angela Paxton of McKinney, who, along with Sens. Tan Parker (R-Flower Mound) and Brent Hagenbuch (R-Denton), authored the Senate version of the bill. They did not immediately respond to requests for comment.

The legislation comes after months of conflict between DART and a group of suburban member cities — including Plano, Irving and Carrollton — that have passed resolutions in support of reducing their contributions to the agency.

Steve Stoler, spokesperson for the city of Plano, said the legislation is a response to years-long concerns from the city about “high costs and low value of services” for its residents.

“We gave them ample time to work with us on a fair and equitable solution to their spending problem,” Stoler said in an emailed statement. “When they failed to act, we had no choice but to ask our taxpayer champions in the Texas Legislature to step in on our behalf.”

He added the intent of this legislation is to correct and protect against “inequities” highlighted in a study released last September by consultant Ernst & Young that was requested by cities but paid for by DART. The report showed that Plano received only a fraction of what it paid to DART in sales and use taxes.

DART leaders had been in talks over how to keep the legislation from being filed before a February deadline [set by the Regional Transportation council](#). The council ultimately voted this month to stay neutral in the debate.

A spokesperson for DART told KERA the potential cuts mean the agency's budget to plan for capital projects, like the Silver Line, could be reduced by as much as half.

"These changes would dramatically reverse the upward trajectory the agency has been headed in to create a more clean, safe, and reliable system as well as the extensive plans in place to modernize the system," Slagel said in the statement.

He added DART leadership will continue working with member cities to resolve the funding debate "without the need for state intervention."

NORTH TEXAS LAWMAKER'S BILL WOULD REDUCE DART FUNDING BY 25%

By Shaun Rabb

Feb. 25, 2025



A North Texas lawmaker has filed a bill that would reduce what DART can collect in taxes from its member cities. The cities are happy, but DART argues the loss in funding would be devastating.

PLANO, Texas - Dallas Area Rapid Transit delivers roughly 220,000 people on buses and trains to their destinations.

However, DART said that proposed legislation from a North Texas lawmaker would cut a fourth of what it collects from its 13 member cities. And that loss of funding could mean big changes.

DART funding questioned

What we know:

State Rep. Matt Shaheen, a Republican from Plano, recently filed a bill to reduce what DART collects in taxes by 25%.

That's following non-binding votes by six of DART's 13 member cities to reduce what the agency gets from them in sales taxes.

"We filed legislation, and it really addresses all the cities that make up the DART system," Rep. Shaheen said.

What they're saying:

The cities argue what DART is providing doesn't match the payout.

Shaheen pointed to Plano as the example.

"They tax their residents at 1%. 1% of the sales tax goes to DART, and that's about over \$100 million that goes to DART. The problem is the city of Plano, the constituents only receive about 45% of that back in the form of services. So, there's this net deficit that's been occurring for years," he said.

Leaders in Plano are worried the city is not getting its money's worth with Dallas Area Rapid Transit. The city council addressed the issue Monday night.

The other side:

DART President Nadine Lee the loss of funding would lead to significant changes.

"There would be significant impacts across the board to our workforce as well as job access and the service levels that we provide," she said.

Lee said up to 1,000 jobs could be slashed and routes could take twice as long for passengers.

"The DART board had conversations about the various requests that the cities have and the DART board decided that we would prefer to provide more services to our cities rather than give cash to the cities, and that we would be happy to work with our cities," she said.

Some of the 13 cities using DART are on record expressing extreme dissatisfaction with DART in recent months. Cities of Irving, Plano, Carrollton, Farmers Branch, Rowlett and University Park have passed symbolic resolutions in favor of cutting funding.

Mike Morris at the North Central Texas Council of Governments said he believes cutting funding would have unintended consequences.

"We don't know what DART would have to do if it got a significant cut. If it does X, we may not have any consequences. If it does Y, we could have horrible consequences. And I don't think any of these parties understand the extent of these potential consequences," he said.

What's next:

The two sides are still talking, but DART's leader said they are farther apart than they probably want to be.

Morris said he expects the council of governments will urge a regional transportation authority to get involved and try to convince both sides to work it out at home rather than in the legislature.

If the parties can't agree and if the legislation becomes a law, it will go into effect in September.

The Source: FOX 4 reporter Shaun Rabb talked to State Rep. Matt Sheehan, DART President Nadine Lee, and Mike Moris NCTCG to gather information for this story.

WILL DALLAS EVER FIX THANKS-GIVING SQUARE?

A new plan promises to transform the perennially struggling park. Can it work?

By Mark Lamster

Feb. 24, 2025

Does this sound familiar? A plan is announced to address some persistent Dallas problem (the state of Fair Park, the decaying [Kalita Humphreys Theater](#), our perennially crumbling streets and sidewalks); we all get excited and argue about the relative merits and costs of the plan; time passes and the plan is either forgotten or shelved; a new plan that looks a lot like the old plan is introduced to solve the same problem, which has only gotten worse in the interim. Rinse and repeat.

Why do we do this to ourselves? It's a lot easier — politically, financially, logistically — to make a new plan than to follow through on an old one. The result is that Dallas can make you feel like you're living in a bizarre North Texas version of the film *Groundhog Day*.

The latest example of this cycle in action is a \$30 million plan, commissioned by the Thanks-Giving Foundation and first presented to the City Council in January, to remake Thanks-Giving Square, the perennially underperforming downtown park designed by architect [Philip Johnson](#). This follows a [2021 plan](#) released by the Thanks-Giving Foundation to — you guessed it — remake that same park.

There has been a switch of architecture firms (from CallisonRTKL to Gensler) and a scaling up of ambition and budget (the projected cost of the 2021 plan was \$12 million-\$18 million), but the two proposals share the same fundamental idea: to open the park up to the community around it by expanding its footprint. The change in architect followed a visit by Kyle Ogden, president and chief executive of the Thanks-Giving Foundation, to downtown's [AT&T Discovery District](#), the active (for Dallas) plaza designed by Gensler.

Of the proposed \$30 million budget, \$10 million has been promised by the North Central Texas Council of Governments contingent on the foundation raising \$20 million.

An oasis within the city

That the design of Thanks-Giving Square needs to be rethought is not in question. In 1980, just three years after its opening, future [Dallas Morning News architecture critic David Dillon](#) noted the park's "high walls back people off instead of inviting them in, the way a roadblock diverts cars."

That problem was a product of Johnson's design concept, which was to create an oasis within the city, a place sequestered from the rough-and-tumble urban environment. "A great place needs to be hard to get to," he said. Dallasites have never risen to Johnson's challenge, the result being persistently poor traffic. Indeed, it was in part the example of Thanks-Giving Square that prompted James Burnett, the designer of [Klyde Warren Park](#), to insist there be no barriers between that park and neighboring streets.

The sorry state of Thanks-Giving Square is a shame, both because downtown needs attractive public spaces that boost its vitality and because the endeavor was undertaken with such a genuinely altruistic spirit. Like [City Hall](#) and [DFW Airport](#), it was the product of civic introspection

following the assassination of John F. Kennedy. The park was the brainchild of [Dallas businessman Peter Stewart](#), who imagined an ecumenical space that would bring a traumatized and racially divided city together around the theme of gratitude. In 1964, he spearheaded the formation of the Thanks-Giving Foundation to make that idea a reality.

The result is the awkward 3-acre park we have today, which sits above a subterranean truck terminal and links to the city's partially-built and underused pedestrian tunnel network. Johnson's spiraling 90-foot-tall chapel — a generous dollop of architectural whipped cream — gave it an instant icon, though his choice of a 9th-century Iraqi mosque as a model [raised eyebrows](#). In *The Boston Globe*, critic Robert Campbell quipped that the chapel looked like it was designed to “commemorate Liberace's ascension into heaven.” A more kindly reading would be that the admittedly kitschy design introduces a welcome bit of whimsy into an unforgiving downtown landscape.

The trick, of course, is getting people to appreciate and use Johnson's park. “It has to feel different. There has to be a different experience here,” says Ogden. “I want the birds to start singing. I want the sun to come out. I want someone to give you a hug.”

Grand ambitions

The key move, in both the 2021 and current proposals, is to appropriate one lane each from neighboring Ervay and Pacific streets, allowing the adjacent sidewalks to be transformed into landscaped park space. Johnson's original square (technically, triangle) would then become a park within a park, with sections of its concrete retaining walls pulled down to create better sight lines and access to the park interior. “We want to virtually eliminate the walls,” says Ogden. The new plan would also extend the elevated catwalk that leads from the park to the chapel, bringing it out to the street and reducing its slope to make it ADA compatible.

In addition to taking back a lane, the new proposal would transform Pacific and Ervay into what the Dutch call a *woonerf*, an open street shared by pedestrians, automobiles and bikes. Permanent kiosks would be built along Pacific and leased out to vendors offering food and beverage service.

These are all excellent ideas (though food trucks would be cheaper and more flexible than permanent kiosks), and well-conceived in Gensler's plans. But some of the proposal's grander ideas are less convincing. Most concerning is the plan for the west end of the park, a triangular plaza where Pacific and Bryan streets meet. The 2021 proposal introduced a modest event pavilion occupying part of this area — a space that could be rented out for private gatherings to help support the park financially. In the new iteration, this pavilion has grown to take up the entire plaza, glassing it in beneath a green roof that slopes down toward the main body of the park.

It's an unnecessarily dramatic and expensive move that surely accounts for a good chunk of the proposal's increased cost. More problematic is its potential impact, which would effectively create an additional barrier between the park and anyone approaching from the west — precisely the kind of obstacle that the rest of the plan is intended to ameliorate.

Other aspects of the plan also seem unrealistic, notably its ambition to establish Thanks-Giving Square as the central “hub” of downtown (a position it is not likely to take from Klyde Warren Park) and a more nebulous dream of becoming “the center of a movement to define a new

cultural ideal for Dallas and give each of us a noble role in pursuing it.” Certainly, the park does not need three 30-foot-tall sculptural figures (titled “Welcoming,” “Belonging” and “Grateful”) to attract attention to its mission — a corny idea that would compromise rather than complement Johnson’s design.

It is precisely the kind of overly grand ambitions represented here that so often dooms civic projects in Dallas. While there is much to be admired in what the Thanks-Giving Foundation has put forward, it would do well to narrow the project’s scope and avoid the pitfall of over-promising and under-delivering (or not delivering at all). Four years from now, it would be nice to actually have a remade and newly vital Thanks-Giving Square, not another plan for a remade and newly vital Thanks-Giving Square.

For that, we’d all be grateful.

(Below, an aerial view of a proposed plan to remake Thanks-Giving Square, designed by Gensler. Courtesy of Thanks-Giving Foundation).



THE GLOBE & MAIL

WYTEC BEGINS SALES OF ITS MULTI-GOVERNMENT AI THREAT DETECTION SENSOR TECHNOLOGY

By Staff

Feb. 26, 2025

Wytec International (“Wytec”), **OTCQB: WYTC**, announces it has begun an aggressive nationwide sales operation to increase its revenues connected to its multi-state government Master Services Agreement (MSA) signed with the **North Central Texas Council of Governments**. The MSA employs Wytec’s AI gunshot detection smart sensors, Private LTE, and in-building cellular technology 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 more.

To begin its U.S. sales operation, Wytec has employed **Eric Garcia** as its **Executive Sales Director** to implement Wytec’s multi-government sales operation. Eric’s executive sales experience includes a strong industry background with mega companies such as Verizon Wireless, Time Warner, and Power Solar training over 6,000 corporate and indirect sales representatives spanning Nationwide and Puerto Rico.

Eric will begin by initiating Wytec’s Pilot Program to Wytec’s existing customer base. It will start with its recent installations to multiple Texas Independent School Districts utilizing Wytec’s in-building cellular solution integrated with its patented AI Threat Detection Sensor Technology. Wytec has been awarded two patents from the USPTO involving small cell technology, and most recently has filed five additional provisional patents involving AI and Sensor Technology.

Wytec is currently listed on the OTC Markets under **OTCQB:WYTC** with plans to uplist to Nasdaq upon meeting certain revenue targets.

CITY BUZZ

WYTEC INTERNATIONAL LAUNCHES NATIONWIDE SALES CAMPAIGN FOR AI THREAT DETECTION TECH

By Staff

Feb. 26, 2025

Wytec International has initiated an aggressive nationwide sales strategy to capitalize on its recently signed Master Services Agreement (MSA) with the North Central Texas Council of Governments. The technology company will deploy its innovative AI gunshot detection smart sensors and private LTE solutions across an extensive network encompassing 170 US cities, 50 counties, and over 40 special districts.

The company has appointed Eric Garcia as Executive Sales Director to lead this expansion. Garcia brings extensive sales experience from major corporations including Verizon Wireless, Time Warner, and Power Solar, with a proven track record of training over 6,000 corporate and indirect sales representatives nationwide.

Wytec's initial pilot program will focus on existing customer installations, particularly targeting Texas Independent School Districts. The company will integrate its in-building cellular solutions with its patented AI Threat Detection Sensor Technology. Notably, Wytec has already secured two patents from the United States Patent and Trademark Office related to small cell technology and has filed five additional provisional patents in AI and sensor technologies.

The technology's potential applications span diverse public sector entities, including transit authorities, water utility boards, bridge and highway authorities, police departments, school districts, and hospitals. This broad range of potential applications underscores the versatility and potential impact of Wytec's technological innovations.

Currently trading on the OTC Markets under the ticker OTCQB:WYTC, the company has strategic plans to uplist to the Nasdaq upon achieving specific revenue milestones. This move signals Wytec's confidence in its technological solutions and growth potential in the rapidly evolving telecommunications and public safety technology landscape.

DEMENTIA SUPPORT GROUP FOR CAREGIVERS AND FAMILIES IN ROCKWALL COUNTY

By Staff

Feb. 27, 2025

Dementia is more than a thief; it is sneaky, unpredictable, and subtle in its approach, leaving the person affected keenly unaware of what is happening. Witnessing this thievery is doubly hard on the caregiver and family, as the unpredictable behaviors are frustrating, confusing, and saddening as they watch someone lose who they were.

At what point can care be given at home, and when is facility-based care warranted? Because of the unpredictable nature of this disease, caregivers are often worried about leaving the affected person alone or with another caregiver. Where can they go for support? Who can help them navigate these rough waters?

As a caregiver, you likely have many responsibilities. It is essential to take care of your well-being and connect with others who understand. Caregiver support groups are a safe place for caregivers, family and friends to:

- Develop a support system
- Exchange practical information on caregiving challenges & possible solutions
- Talk through issues and ways of coping
- Share feelings, needs, and concerns
- Learn about community resources

The North Central Texas Council of Governments, Area Agency on Aging has resources to assist with these journeys. Specifically, in Rockwall County, a group meets every third Monday of the month at 4:00 p.m. at First Rockwall United Methodist Church. Here, family members and caregivers can receive support for resources and understand that they are not alone. If you have family members or friends outside of Rockwall County, they can visit the AAA website <https://www.nctcog.org/Aging-Services/Dementia-Friendly> to see if similar groups are in their area.

Contact for Dementia Caregiver Support Group, Rockwall County:

- David Frost, Facilitator
- 1200 E. Yellow Jacket Lane
- Rockwall, Texas 75087
- david.frost1946@gmail.com

The caregiving journey is more manageable with the proper support. Meals on Wheels Senior Services of Rockwall County (MOWSS) is here to partner with you. We collaborate with the North Central Texas Area Agency on Aging to provide **caregiver support**, guide caregivers and seniors through all stages of life and preparation and offer a lifeline to relieve anxiety.

Check out our [Resource Directory](#), [FAQ](#), and [Educational Events Calendar](#) for more great information on the North Central Texas Agency on Aging website. Permission is granted to duplicate all parts of this page to use in education programs supporting family members caring for elders.

For additional information, call [Meals on Wheels Senior Services of Rockwall County](#) at 972-771-9514.

PROPOSED LEGISLATION THREATENS DART FUNDING, RAISING CONCERNS ABOUT SERVICE CUTS

Staff report
Feb. 27, 2025

Dallas Area Rapid Transit (DART), which transports approximately 220,000 passengers daily via its bus and rail services, is facing a potential financial setback that could lead to major operational changes.

A proposed bill from North Texas State Representative Matt Shaheen aims to reduce the amount DART collects in sales tax revenue from its 13 member cities by 25%. The legislation follows non-binding votes from six member cities seeking to lower their financial contributions to the transit agency.

Funding Dispute: The Core Issue

Rep. Shaheen, a Republican from Plano, argues that cities contributing to DART are not receiving services proportional to their investment. Citing Plano as an example, he explained that the city allocates 1% of its sales tax revenue—over \$100 million annually—to DART, yet only receives an estimated 45% of that amount in services.

“The issue is a longstanding net deficit that has impacted cities like Plano for years,” Shaheen said.

DART officials, however, warn that such a funding reduction would have severe consequences.

Impact on Services and Jobs

DART President Nadine Lee emphasized that the proposed funding cuts could significantly disrupt transit operations.

“There would be substantial impacts across the board—affecting our workforce, job accessibility, and overall service levels,” Lee stated.

She estimated that up to 1,000 jobs could be eliminated, and passengers might experience route delays that could double their travel times.

Lee also highlighted that the DART board has considered requests from its member cities but opted to enhance transit services rather than redirect funds back to municipalities.

“We believe our role is to provide more services rather than issue direct payments to cities, and we are open to collaborating with our member cities to address their concerns,” she said.

Uncertain Consequences and Next Steps

Mike Morris of the North Central Texas Council of Governments cautioned that reducing DART’s funding could trigger unintended consequences.

“We don’t yet know what specific adjustments DART would make if these cuts are implemented. Some changes might have minimal impact, while others could be severe. The full extent of potential disruptions remains unclear,” Morris said.

As discussions continue, both sides acknowledge that they are not close to reaching a resolution. The Council of Governments is expected to advocate for a regional transportation authority to mediate the dispute and encourage negotiations at the local level rather than through legislative intervention.

Should the legislation pass, it would take effect in September, potentially reshaping the future of public transportation across North Texas.

THE KAUFMAN HERALD

SURVEY TO COLLECT INFORMATION ON TRANSPORTATION NEEDS

By Herald Staff
Feb. 27, 2025

Over the next year, the North Central Texas Council of Governments staff will update Access North Texas, the regional public transportation coordination plan. Access North Texas is updated every four years and documents the transportation needs of older adults, people with disabilities, individuals with lower incomes, and others who may be experiencing transportation-related challenges.

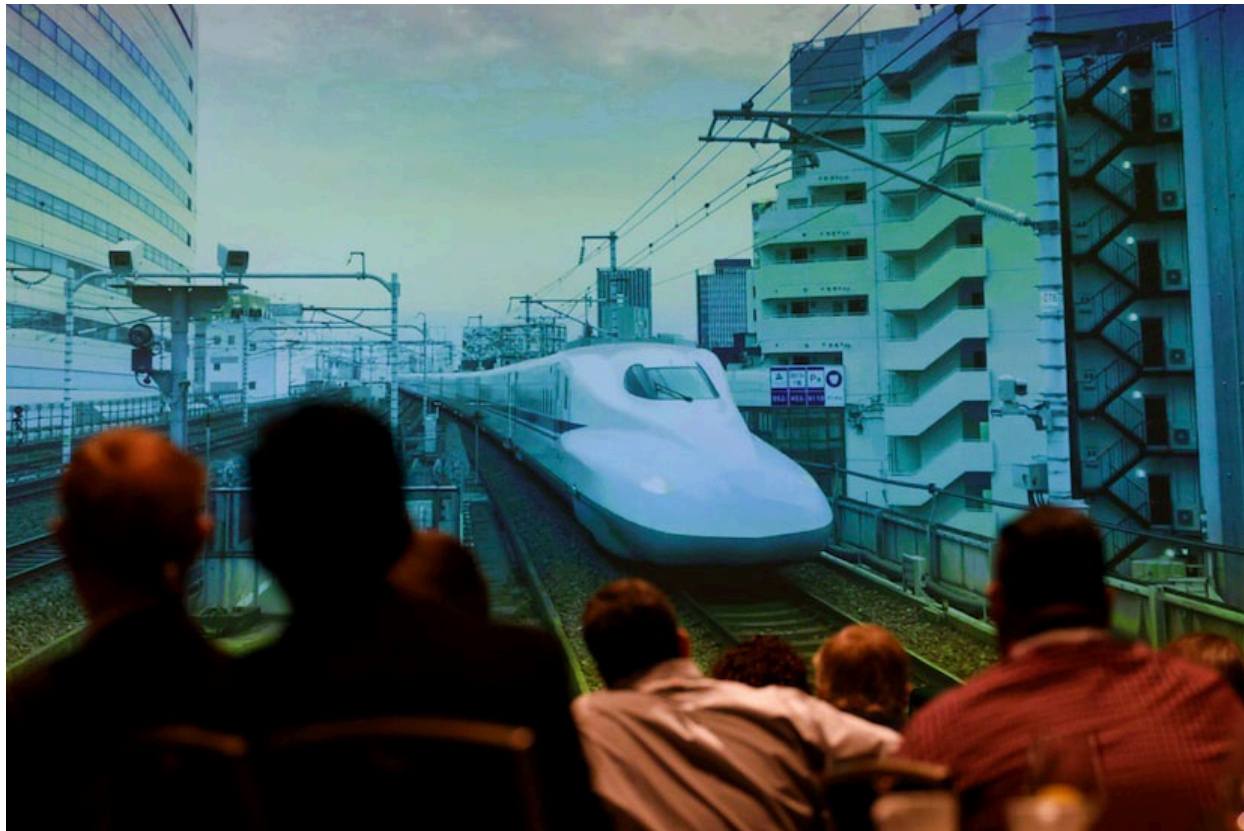
The North Central Texas Council of Governments is currently inviting residents to complete a survey to help them identify transportation needs in local communities.

The survey can be completed by going online to www.publicinput.com/AccessNorthTexas or www.publicinput.com/AccessNorthTexasEspañol for the Spanish version.

AMTRAK SEEKS PARTNER TO MOVE DFW-HOUSTON BULLET TRAIN FORWARD

It's the first sign of movement on the project since last year

By Amber Gaudet
Feb. 28, 2025



Participants watch a visual representation as Andy Byford (not in the photo), Senior Vice President of High-Speed Rail Development Programs at Amtrak, leads a session during the 20th Annual Southwestern Rail Conference, on Tuesday, April 16, 2024, at Hurst Conference Center, in Hurst. (Shafkat Anowar / Staff Photographer)

Amtrak is looking for a partner to help advance plans for a [prospective Dallas-to-Fort Worth](#) bullet train, which have been stalled for months.

Amtrak has issued a request for qualifications inviting companies, joint ventures and contractors to vie for a spot on a short list of applicants, [Texas Rail Advocates first reported](#). It's the first sign of movement on the proposed project [since last fall](#).

"Amtrak is working to confirm the viability of the concept of a dedicated high-speed rail route between Dallas and Houston," Amtrak spokesperson Marc Magliari said in an email confirming its intentions.

"As part of these efforts, we are seeking to identify the interest of potential partners through responses to this request for qualifications process," Magliari said.

The proposed train would shuttle passengers from Dallas to Houston in about 90 minutes, compared to the three-and-a-half-hour car trip on Interstate 45. Texas Central Partners, developers of the project, planned to model the bullet train after partner Japan Central Railways' Shinkansen system.

Amtrak announced in 2023 that it would partner with private company Texas Central, which has been developing the proposal for a decade.

Planners from the North Central Texas Council of Governments hope the train will connect to a separate [proposed Dallas-to-Fort Worth route](#), though that line has faced opposition from some Dallas officials and prominent property owners.

Neither project has been fully funded.

"The two-step process Amtrak will be using is quite common, particularly with new and innovative infrastructure projects," said Dan Lamers, senior program manager at NCTCG.

"Public agencies typically do not have the internal expertise with these types of projects, particularly in the case of high-speed rail, where nothing like it exists in the U.S. today," according to Lamers.

"There are, however, companies that have worked on high-speed rail in other areas that can bring in specialized expertise resulting in a more streamlined project development process."

The project partner would provide leadership and support and will "undertake, direct, and coordinate a broad range of program management, design management, construction management, quality management, third party and stakeholder coordination, procurement, commercial strategy, field representation, and monitoring services," [according to the project listing](#).

WFAA

DART OFFICIALS WARN OF SEVERE SERVICE CUTS IS PROPOSED BILLS PASS

By Cole Sullivan

Feb. 28, 2025

Dallas Area Rapid Transit (DART) officials are warning that a pair of bills filed in the Texas Legislature could devastate the transit system, potentially causing the cuts of up to 30% of services and potentially impacting a thousand jobs.

The [proposed legislation](#) would allow member cities to reduce the amount of sales tax revenue allocated to DART, a change that supporters of the legislation argue is necessary to address funding issues in the current system.

"We would lose 30 percent of our service now," said Jeamy Molina, DART spokesperson. "The majority of DART's revenue comes from sales tax funding."

According to DART, the bills could result in revenue cuts between 25 to 45%, affecting approximately 1,000 jobs and having what they describe as a "billion dollar impact" on the region.

Plano Mayor John Muns supports the legislation, citing data that shows his city contributes 13% of DART's funding while receiving only 4% of its services.

"Our community will not support us subsidizing that kind of money for the value we're getting from DART," Muns said. "We need that revenue to be able to survive and to provide the resources that our community requires."

Muns pointed to low ridership in Plano as evidence that the current funding model is unsustainable.

"You can go anywhere around downtown Plano, and the buses are empty, the trains are empty," he stated.

The bills would allow member cities to reclaim up to 25% of their sales tax contributions to DART. Representative Matt Shaheen (R-Plano), who filed one of the bills, said the legislation aims to force DART to negotiate with member cities.

"The amount of money the city puts into DART, they have the opportunity to get 25 percent of that back," Shaheen explained. "DART just needs to sit down with these member cities and work out a new funding approach and they're not willing to do it, so we're going to force them legislatively."

DART officials contend they have been trying to work with member cities on their concerns.

"We can do all of that here locally without having to go to the state legislature to make something that would drastically change how DART looks for the future," Molina said.

The transit agency has emphasized improvements in safety, cleanliness, and reliability, with Molina noting they've achieved "99 percent of our on-time performance."

Critics of the bills, including DART, warn that service cuts could have far-reaching consequences, potentially affecting North Texas's ability to successfully host major events like the upcoming World Cup.

Shaheen dismissed these concerns as "a little bit of a marketing ploy, little bit of a scare tactic."

While Plano officials want to redirect the funds toward other mobility issues, DART warns that reducing funding would create a downward spiral for the transit system.

"You're earning less revenue every year because you're seeing less riders, so your money keeps going down," Molina explained.

DART WARNS OF HARD HIT TO DALLAS-FORT WORTH SERVICE IF TEXAS FUNDING BILL PASSES

The agency sees 125,000 losing access as “noticeable and immediate degradation” affects the transit system

By Amber Gaudet
Feb. 28, 2025

Two identical bills [filed with the Texas Legislature last week](#) may lead to deep transit service cuts if passed, Dallas Area Rapid Transit has warned.

During a special meeting Friday, the agency’s board and staff discussed twin House and Senate bills meant to amend Chapter 452 of the state’s transportation code. The language would compel DART to set aside 25% of sales tax revenue collected from member cities to create a general mobility fund.

Cities could use the money for mobility projects like road construction and maintenance, streetlights and drainage improvements.

But that would amount to a loss of more than \$230 million in DART funds in fiscal year 2026 — meaning the agency would need to drastically reduce service. Service impacts could include:

- Reducing bus service by 30%
- Decreasing light rail frequency to 30 minutes or more
- Stopping Trinity Railway Express operations (which would reduce revenue)
- Eliminating 7 GoLink zones and cutting remaining on-demand service by 30%
- Cutting 17% of total paratransit trips, which would reduce service to federally mandated minimums

That would translate to 125,000 people losing access to bus and rail services entirely, according to staff’s presentation Friday. That includes up to one-third of seniors, youth and other vulnerable residents unable to tap into 15-minute peak service.

The agency would need to cut more than 900 employees, including significantly reducing the number of transit security and fare enforcement officers.

The changes would mean a “noticeable and immediate degradation” of system reliability and cleanliness, lead to reductions in spending on infrastructure and maintenance and impact the agency’s credit rating and grant funding, according to the presentation.

The bills come after [months of back-and-forth between DART and six of its 13 member cities](#) which have publicly supported cutting funding to the agency. Since its founding in 1983, DART has levied a 1-cent sales tax on participating cities.

Member cities hoping to reduce their contributions to DART have said poor service and a lack of financial transparency have been a source of frustration for years. Plano officials have pointed to a study by firm EY that [showed the city contributed \\$109 million in 2023](#), while DART spent about \$44 million on service there.

Several board members, however, have said the EY report doesn't adequately reflect how the regional transit agency operates.

Plano officials have been the most vocal about the need for change at DART. They have long threatened to push for legislative change if the agency did not voluntarily agree to establish a mobility fund refunding cities a portion of their tax contributions.

"We gave them [DART] ample time to work with us on a fair and equitable solution to their spending problem," Andrew Fortune, Plano's director of government relations, said in a statement last week.

"When they failed to act, we had no choice but to ask our taxpayer champions in the Texas Legislature to step in on our behalf."

The North Central Texas Council of Governments wants to encourage DART and its member cities to turn to mediation instead of a legislative fight, director of transportation Michael Morris told the board.

Curbing DART funding through legislation would likely have unintended consequences, according to Morris. That would include threatening funding for the region's mobility plan, jeopardizing federally regulated air quality goals and impacting public transit for the 2026 FIFA World Cup.

It would also lay an unclear path for Transit 2.0, a sweeping study aimed at supporting sustainable development in Dallas-Fort Worth and preparing the region for growth.

"I hear everyone likes Transit 2.0 but if we're going to do cool things like economic development and a whole bunch of other stuff, I'm pretty sure that evaporates in a radical situation and it has negative impacts on our performance measures," Morris said.

Board members discussed the potential impacts of the legislation in a closed session following Friday's staff presentation.

Q-FREE AND TEXAS HIGHWAY PRODUCTS TO DEPLOY 240+ TRAFFIC CONTROLLERS IN PLANO

By Tom Stone

Feb. 27, 2025

Q-Free has announced that in collaboration with partner Texas Highway Products, Ltd. it has won a significant contract to provide 240+, 2070LDX ATC controllers along with [Maxtime intersection control software](#) to the city of Plano, Texas.

The contract, which was secured through the North Central Texas Council of Governments (NCTCOG) [TxShare Cooperative Purchasing Program](#), replaces all the traffic controllers previously provided by a competing vendor and will bring advanced traffic management capabilities to intersections across the city.

As one of the fastest-growing and most vibrant suburban areas in the Dallas-Fort Worth metroplex, Plano is home to a bustling residential and business community. With an estimated population of 290,000 people, the city plays a vital role in the region's economic growth.

Located northeast of Dallas, Plano is adjacent to other key cities in North Central Texas and serves as an essential business hub. The upgrade to Q-Free's [ATC controllers](#) ensures that Plano's roadways, on frontage roads and at interchanges along President George Bush Turnpike and Sam Rayburn Tollway, can efficiently manage traffic flow for the city's residents and business commuters.

Q-Free CEO Mark Talbot emphasizes that the company's solutions are designed for seamless interoperability across vendors, making this deployment especially impactful for North Central Texas. "Taken on its own, this is a significant agreement, but the potential to alleviate cross-jurisdictional congestion – during normal hours, peak travel times, and regional emergencies – is profound."

"Drivers don't stop when they cross jurisdictions, and traffic management shouldn't either," says Giovanni de Vivo, president of Texas Highway Products. "With Maxtime, Plano's engineers have the tools to develop more sophisticated timing plans, especially at challenging intersections near hospitals and overpasses, ultimately making roads safer for drivers and emergency responders alike."

This latest contract reinforces Q-Free's position as a leading provider of innovative traffic solutions, with the company's technology now supporting a growing number of cities in North Central Texas. Q-Free and Texas Highway Products currently have solutions deployed in Dallas, Garland, Richardson, and McKinney. "As more communities in Texas and beyond look to leverage intelligent traffic management networks, we will be there with interoperable, value-driven, and transformative solutions," says Talbot.

FORT WORTH REPORT

TEXAS TWO STEP: AMTRAK SEEKS ADDITIONAL PARTNER TO LEAD HIGH-SPEED RAIL DEVELOPMENT

By Eric Garcia

Feb. 28, 2025



High-speed trains, also known as bullet trains, are already commonly used in Europe and Asia. (Courtesy photo | Central Japan Railway Company)

Amtrak is seeking an additional business partner as it moves ahead with a proposed high-speed rail route between Dallas and Houston.

The passenger railroad company — which took over as the project's lead agency in 2023 and [secured a \\$64 million federal grant](#) — posted a request for qualifications for a company to work on the project. Fort Worth and Arlington would be linked to the high-speed rail project through a separate proposal.

Amtrak, which teamed with Texas Central Partners, the company that initiated the project, wants to bring in another partner to manage activities for future high-speed rail development.

The two-step process is commonly used for new, innovative projects, said Dan Lamers, senior program manager for metropolitan transportation planning with the North Central Texas Council of Governments.

“Public agencies typically do not have the internal expertise with these types of projects, particularly in the case of high-speed rail, where nothing like it exists in the U.S. today,” he said. “There are, however, companies that have worked on high-speed rail in other areas that can bring in specialized expertise resulting in a more streamlined project development process.”

The additional rail partner will have much to manage as legal issues, including eminent domain concerns, swirl around proposed rail projects.

Tarrant County leaders have expressed their support for a high-speed rail project to connect Fort Worth and Arlington to downtown Dallas.

That project’s [revised alignment](#) was developed after the Dallas City Council passed a resolution opposing high-speed rail in downtown Dallas last summer. The elevated route, still being finalized, would generally take trains west of Interstate 35 East and run mostly parallel with South Riverfront Boulevard and extend over several businesses before heading to a station at the Cedars neighborhood south of downtown.

In January, the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, allocated \$1 million in funding “in preparation for potential litigation” by Dallas-based Hunt Realty Investment Inc. related to the project. Hunt wants to [invest \\$5 billion](#) into development on land surrounding the Hyatt Regency Hotel and Reunion Tower near Eddie Bernice Johnson Union Station in downtown Dallas.

Hunt Realty CEO Chris Kleinert told [a reporter](#) that the company does not plan on litigation but the company’s lawyer, Eric Gambrell of Akin Gump Strauss Hauer & Feld LLP, continued to send [numerous legal letters](#) to the council of governments after that January interview.

Paul Schulze, vice president of public affairs for Hunt Consolidated, told the Fort Worth Report Kleinert was unavailable for an interview and the company had no further comment on the matter.

The proposed Fort Worth to Dallas route could carry up to 30,000 daily passengers and 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 state and federal agencies on the proposal. The review process may be complete this month but the council of governments has been granted some flexibility for those requirements.

Amtrak’s request

On Feb. 26, Amtrak posted a request for qualifications, part of the procurement process to select a partner that could include prospective companies, joint ventures, contractors and subcontractors. Amtrak would then create a short list of prospective companies from which to choose.

The new partner, Amtrak’s post said, “will provide programmatic support for the development and execution of the Texas High Speed Rail Project.”

The chosen candidate will be responsible for facilitating Amtrak's delivery of the project and would be a "fully integrated and accountable member" of the team by providing leadership and support to ensure the project is delivered in the "most innovative and cost-efficient manner."

The filing also lists a broad range of duties for the project partner, including program management, design management, construction management and expertise, quality management, third party and stakeholder coordination, procurement, commercial strategy, field representation and monitoring services. However, the partner would not be responsible for the design or construction of the high-speed route.

The filing also said the high-speed rail partner should be willing to enter into a compensation structure that includes incentives and disincentives. Requests for qualification will be made through Amtrak's Ariba on Demand website.

"Amtrak is working to confirm the viability of the concept of a dedicated high-speed rail route between Dallas and Houston," a spokesperson said. "As part of these efforts, we are seeking to identify the interest of potential partners through responses to this request for qualifications process."



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

March 3, 2025

The Honorable Robert Nichols
Texas Senate
P.O. Box 12068
Austin, Texas 78711

The Honorable Royce West
Texas Senate
P.O. Box 12068
Austin, Texas 78711

Dear Chair Nichols and Vice-Chair West:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, and the North Central Texas Council of Governments (NCTCOG), thank you for your leadership on transportation issues in the Texas Legislature. The RTC is concerned about the removal of the Texas Department of Transportation (TxDOT) funding for Amtrak's Heartland Flyer passenger rail service in the proposed Fiscal Year (FY) 2026-2027 State budget. As Chair and Vice-Chair of the Senate Transportation Committee and members of the Senate Finance Committee, the RTC requests your assistance to reinstate funding in the budget for the Heartland Flyer, as requested in TxDOT's Legislative Appropriations Request (LAR).

The Heartland Flyer travels along the Interstate Highway 35 corridor from Fort Worth to Oklahoma City. TxDOT's August 2024 LAR included a request of \$1,063,225 in FY 2026 and \$1,063,225 in FY 2027 in General Revenue to supplement their current cost share payments for the operations of the Amtrak Heartland Flyer passenger rail service and equipment replacement. These operational and capital costs are funded by the states of Oklahoma and Texas.

The RTC supports the Heartland Flyer as part of a national, interconnected rail system and recently approved \$100,000 to assist TxDOT with their FY 2024 funding shortfall for the rail service. This was a one-time RTC action to ensure there were no service disruptions, as this service is a critical link connecting smaller communities to the Dallas-Fort Worth metropolitan region and Oklahoma City. We were disappointed to see zero funding for the Heartland Flyer in the proposed TxDOT budget.

Again, we request the Legislature reinstate funding for this vital transportation service. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay L. Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

RG:kw

cc: Marc Williams, P.E., Executive Director, Texas Department of Transportation
Ceason Clemons, P.E., Dallas District Engineer, Texas Department of Transportation
Noel Paramanatham, P.E., Paris District Engineer, Texas Department of Transportation
David Salazar, Jr., P.E., Fort Worth District Engineer, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



North Central Texas Council of Governments

February 27, 2025

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Ave., SE, West Building Ground Floor
Room W12-140
Washington, DC 20590

Reference: Comments on Draft Designation of National Multimodal Freight Network and State Input Process
Department of Transportation
Docket Number DOT-OST-2025-0002

To Whom It May Concern:

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. DOT-OST-2025-0002**, Draft Designation of National Multimodal Freight Network and State Input Process, published in the January 13th, 2025, Federal Register.

NCTCOG would like to provide the following comment on the draft designation of the National Multimodal Freight Network:

The National Multimodal Freight Network (NMFN) is an important and critical element of the freight network of the United States; it is important that it includes and supports all elements of freight. The NMFN should include all elements of the other nationally identified freight networks including National Highway Freight Network (NHFN) and the road systems that support this network. The NHFN includes ***Critical Urban and Rural Freight Corridors***; these Corridors appear to have been excluded from the NMFN. The North Central Texas Council of Governments believes that these Corridors play an important role in freight planning and goods movement and should be included in the National Multimodal Freight Network.

Again, thank you for the opportunity to comment. NCTCOG looks forward to continuing to work with the United States Department of Transportation. If you have any questions, please contact me at (817) 608-2354 or email at JHathcock@nctcog.org.

Sincerely,

Jeff Hathcock
Program Manager
Freight and Goods Movement Planning
North Central Texas Council of Governments

JN:kw



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

January 30, 2025

The Honorable Sean Duffy
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary Duffy:

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 Dallas Area Rapid Transit's (DART) application for funding under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program for the **Introducing Universal Accessibility at South Dallas Red and Blue Line Light Rail Stations project**. This project will complete the platform leveling needed at eight South Dallas light rail stations on DART's Red and Blue lines. Leveling these rail platforms enables DART to achieve universal accessibility for our riders as we begin to replace DART's aging fleet of light rail vehicles, many of which already have or soon will exceed their thirty-year life cycle.

DART's light rail system serves approximately 1.8 million passengers monthly and plays a vital role in the mobility of millions of riders across North Texas, especially those living in economically disadvantaged communities. Safe and reliable transit service is critical to riders who are dependent on DART's transportation network to access jobs, healthcare and educational opportunities, and grocery stores. Universal accessibility at DART's rail stations also improves passenger safety and increases the use of public transit for occasional and new riders seeking alternative means of travel throughout DART's 700-square mile Service Area. The proposed improvements will increase DART's ridership, improve passenger safety, and protect prior public investments made in DART's extensive transportation network.

DART'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 DART's RAISE grant application for the Introducing Universal Accessibility at South Dallas Red and Blue Line Light Rail Stations 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



JOHNSON COUNTY COMMISSIONERS COURT

Christopher Boedeker
County Judge

Rick Bailey
Commissioner
Precinct 1

Kenny Howell
Commissioner
Precinct 2

Mike White
Commissioner
Precinct 3

Larry Woolley
Commissioner
Precinct 4

THE STATE OF TEXAS

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§

RESOLUTION 2025-04

COUNTY OF JOHNSON

RESOLUTION OF SUPPORT FOR RESTRICTION ON ISSUANCE OF MOTOR CARRIER OVERWEIGHT OR OVERSIZE VEHICLE PERMITS FOR OLDER ENGINE MODEL YEAR TRUCKS

WHEREAS, the transportation and logistics industry plays a crucial role in the economy of Texas and Johnson County, supporting commerce, job creation, and regional development; and

WHEREAS, the Texas Legislature is considering an amendment to *Section 623.0111* of the Transportation Code, which would regulate the issuance of motor carrier overweight or oversize vehicle permits based on the engine model year of the truck; and

WHEREAS, the proposed amendment would prohibit the issuance of oversize/overweight permits for trucks with engine model years older than ten years, thereby promoting newer, more efficient vehicles on Texas roadways; and

WHEREAS, the modernization of the trucking fleet enhances public safety, reduces emissions, and improves roadway infrastructure sustainability, benefiting both Johnson County and the State of Texas; and

WHEREAS, the North Central Texas Council of Governments (NCTCOG) region is considered a “non-attainment” area, meaning it has not yet attained the mandatory air quality standards established by the Federal Government; and

WHEREAS, Johnson County and other Texas Counties are at risk of losing billions of dollars in Federal transportation funding if these counties cannot meet Federal standards; and

WHEREAS, certain businesses cannot locate facilities in Johnson County due to its status as a non-attainment county, driving hundreds of millions of dollars in capital investment (and thousands of good-paying jobs) out of North Central Texas into other regions and other states; and

WHEREAS, older commercial vehicles emit a disproportionate volume of pollutants measured by the Federal Government and used in determining whether or not the region has attained its air-quality standard; and

WHEREAS, the proposed amendment to *Section 623.0111* assists Johnson and other Counties in meeting Federal air quality standards by removing a source of regulated pollutants.

NOW THEREFORE, **BE IT RESOLVED**, that the Johnson County Commissioners Court formally expresses its **support** for the proposed amendment to *Section 623.0111* of the Transportation Code and urges the Texas Legislature to enact this measure; and

BE IT FURTHER RESOLVED that this resolution be forwarded to the appropriate legislative representatives, the Texas Department of Motor Vehicles, and other relevant stakeholders as a statement of Johnson County's position on this critical issue.

DONE IN OPEN COURT THIS 24TH DAY OF FEBRUARY, 2025.



Christopher Boedeker, Johnson County Judge

Voted: yes, no, abstained



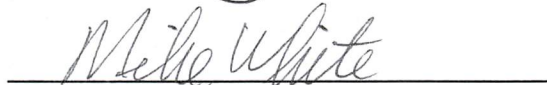
Rick Bailey, Comm. Pct. 1

Voted: yes, no, abstained



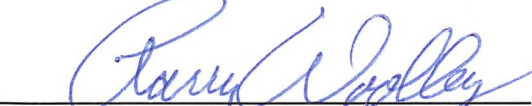
Kenny Howell, Comm. Pct. 2

Voted: yes, no, abstained



Mike White, Comm. Pct. 3

Voted: yes, no, abstained



Larry Woolley, Comm. Pct. 4

Voted: yes, no, abstained



ATTEST: April Long, County Clerk





North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

HERE COMES THE SUN (AND SMOG): OZONE SEASON BEGINS IN MARCH

Several NCTCOG-led initiatives combat the negative impact of ground-level ozone and help improve air quality

March 3, 2025 (Arlington, TEXAS) – March ushers in the joys of spring: warmer temperatures, March Madness, spring break. But it also signals the return of a less welcome North Texas visitor: ozone season.

In North Central Texas, ozone season lasts from March 1 through Nov. 30. This is the window of time in which there's a greater risk of ground-level ozone, a harmful secondary air pollutant formed by the interaction of sunlight, heat and precursor pollutants, Volatile organic compounds (VOCs) and nitrogen oxides (NO_x).

While ozone precursors come from multiple sources, vehicles, construction equipment, locomotives and aircraft account for about 60% of emissions. From December to February, North Texans tend to get a break from ground-level ozone since temperatures usually cool off.

The 2024 ozone season closed with a design value of 83 parts per billion (ppb), meaning Dallas-Fort Worth remains out of compliance with the federal government's standards for ozone pollution. There are two such standards for North Texas: one from 2008 that established a limit of 75 ppb and a more recent 70 ppb standard from 2015. (As the new ozone season begins, Dallas-Fort Worth has a current design value of 74 parts per billion.)

Dallas-Fort Worth is currently classified as a "severe" nonattainment zone under the Environmental Protection Agency's (EPA) 2008 ozone standard and a "serious" nonattainment zone under the 2015 standard.

The North Central Texas Council of Governments (NCTCOG) continues to support the implementation of various programs and policies to help the area meet attainment and avoid further sanctions. Efforts include:

- **SAVING MONEY AND REDUCING TRUCK EMISSIONS (SMARTE) PROGRAM:** This NCTCOG initiative promotes fuel savings and emissions reduction for the trucking industry through education and events. The program includes a [yearlong web series](#) that covered topics such as the EPA SmartWay Verified Technology program, an initiative designed to reduce truck emissions. For more information on SMARTE, click [here](#).
- **DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN (AQIP):** The DFW AQIP has been instituted to help local governments improve air quality, protect public health and reduce impacts of extreme weather events. The development of this plan

is funded through a grant from the EPA's Climate Pollution Reduction Grants (CPRG) Program. For more information, click [here](#).

- **ENGINE OFF NORTH TEXAS:** A regional initiative designed to combat the negative effects of unnecessary vehicle idling. For more information, click [here](#).

North Texas residents can help by:

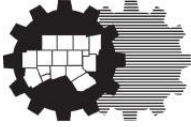
- **USING PUBLIC TRANSPORTATION:** Consider using the region's many mass transit options from Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro, including buses, trains and on-demand rideshares.
- **REDUCING TRIPS, INCREASING PASSENGERS:** Carpooling is a good way to reduce use of single-occupancy vehicles, while combining errands can cut back on the number of car trips.
- **TAKING PART IN AIR QUALITY EDUCATION PROGRAMS:** Air North Texas is NCTCOG's public awareness campaign, which aims to encourage North Texas residents, government agencies and businesses to pitch in to the effort to improve the region's air quality. For more information, visit AirNorthTexas.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

PRESS RELEASE

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcog.org

NCTCOG TO HOST HYBRID PUBLIC MEETING MARCH 10

Public comments on transportation, air quality topics will be accepted through April 8

March 4, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments is seeking public input on transportation initiatives during a hybrid public meeting at noon on Monday, March 10.

The meeting will take place in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at Publicinput.com/nctcogMar25. Residents can also participate by calling 855-925-2801 and entering code 10965. Public comments will be accepted until April 8.

The meeting will feature a presentation on Mobility 2050, the region's upcoming long-range Metropolitan Transportation Plan (MTP). This plan is being developed to guide transportation investments and address regional needs through 2050. Staff will discuss the current progress and the next steps in its development. More details are available at NCTCOG.org/PlanInProgress.

Another presentation will cover the start of the 2025 ozone season. March 1 marked the beginning of the season for North Central Texas nonattainment area, which remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Staff will provide an overview of regional air quality and the measures in place to reduce emissions.

Staff will also present the Title VI Program update for 2025. As a recipient of federal funding, NCTCOG is required to maintain a Title VI Program to ensure non-discrimination based on race, color and national origin. Staff will highlight NCTCOG's 2025 Title VI Program and any updates to the program.

The meeting will also feature a discussion on funding recommendations to upgrade existing electric vehicle (EV) charging stations. NCTCOG was awarded \$3.6 million in federal funds from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program in January 2024. These funds will be used to repair, replace or upgrade existing non-operational publicly accessible EV charging infrastructure. Staff will present funding recommendations for subawards under this program.

Additionally, the meeting will include an online review and comment opportunity, featuring updates on Transit 2.0: Planning for Year 2050 Study. This study aims to foster partnerships and collaboration among North Texas transit authorities and city leaders. Draft reports for Task 3 (Develop Strategies to Increase Transit Authority Membership) and Task 4 (Initiate Collaboration Between Existing Transit Authorities) will be available for review and comment.

An update on the regional transit partnerships and federal discretionary grant funding will also be available for online review and comment, including funding requests for Fiscal Year 2020

BUILD grant projects such as the Victory Station pedestrian crossing, TRE signal improvements, and Silver Line Construction.

The Interactive Public Input: Map Your Experience tool, air quality funding opportunities, information on the Try Parking It program, and the 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:

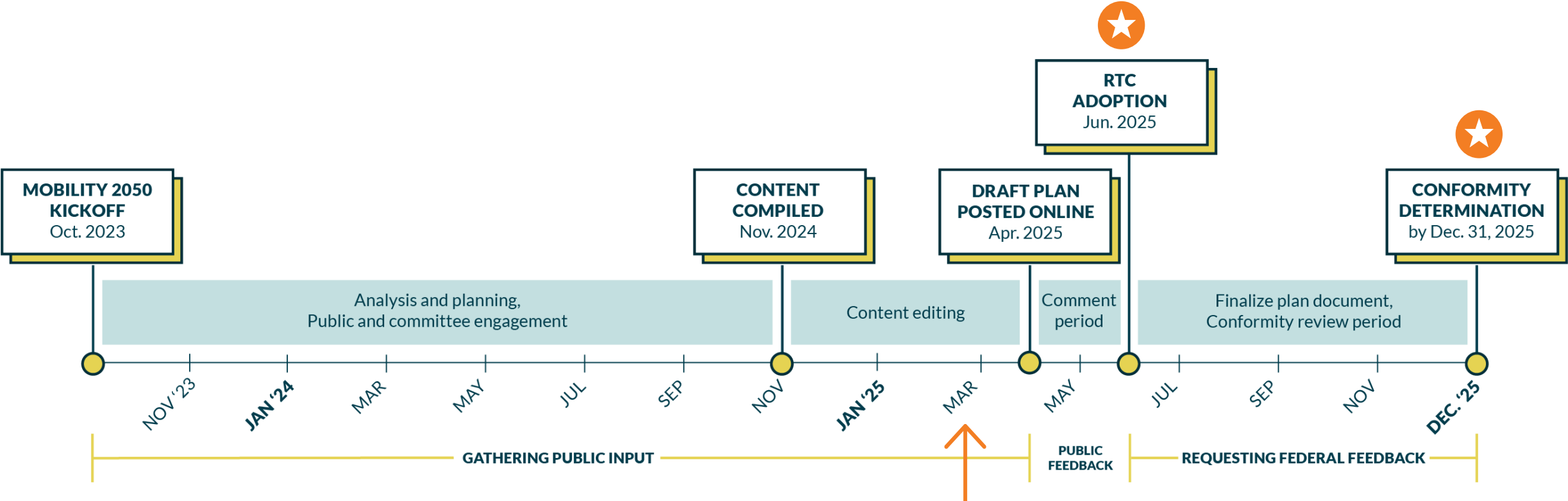
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments 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.

###

MOBILITY 2050

*Regional Transportation Council
March 13, 2025*

Plan Development Timeline



- Technical analysis complete
- Plan content being reviewed/formatted
- Public involvement analysis is being summarized

Major Mobility Plan Components

PLAN CONTENT

- PROGRAMS**
- POLICIES**
- PROJECTS**

Information

Results and Recommendations
Available for Public Review
(60 Days)

FINANCIAL PLAN

FINANCIAL CONSTRAINT

Information

Results and Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE IMPACTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY WITH FEDERAL/STATE AIR QUALITY GOALS

Information

Process in April/
Results in May
Results and Recommendations
Available for Public Review
(30 Days)

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

¹ Infrastructure Maintenance now includes both transit and roadway. Transit operations and maintenance is assumed to be comprised of 50% maintenance.

² Strategic Policy Initiatives include programs and policy priorities for safety, technology, and equity, air quality, and sustainable development.

³ The Mobility 2045 Update comparison figures have been reorganized for comparison purposes into the Mobility 2050 categories.

Highlighted Policies

*New**

Air Quality

- Implement measures from the DFW Air Quality Improvement Plan to reduce emissions and meet NAAQS.
- Expand non-regulatory air quality monitors with local government partnerships.

Clean Fuels & Energy

- Support initiatives for energy efficiency and resilience.
- Promote alternative fuel infrastructure and best practices.
- Advance community readiness for zero-emission transportation.

Freight Planning

- Improve and expand truck parking across the region.
- Address key freight movement challenges.

Public Transportation

Support transit development and current and future funding.

Policy Bundle

Incentivize regional adoption and implementation of the policies in the plan to support plan goals for safety, mobility, and quality of life.

Updated

Air Quality

Revise and implement the DFW Air Quality Improvement Plan to meet NAAQS, reduce emissions, and secure funding as needed.

Freight and Goods Movement

- Enhance intermodal freight activity, freight-friendly land use policies, and regional connections.
- Integrate technology, monitor freight traffic, and involve stakeholders in planning through economic analysis.

Highlighted Programs

*New**

Air Quality

- **Air Quality Initiatives Grants:** Provide financial support for clean technology adoption through competitive grants.
- **Performance Measurement Frameworks:** Implement new frameworks for performance-based transportation planning.
- **Regional Air Quality Monitoring:** Secure funding, set technology standards, and maintain a real-time public data platform.
- **Scrap Tire Abatement:** Prevent illegal dumping, promote clean-up, and support proper disposal through partnerships.

Clean Fuels & Energy

- **Fuel Infrastructure Development:** Expand hydrogen and electric refueling infrastructure in collaboration with stakeholders.
- **DFW Clean Cities Coalition:** Promote clean fuel adoption through education, fleet transition support, and best practices.
- **Technology Demonstration & Deployment:** Support testing and adoption of low-emission vehicles and infrastructure.
- **Energy Efficiency & Resilience:** Enhance transportation electrification and renewable energy integration.

Sustainable Development

Parking Management: Develop data-driven parking tools and strategies to improve regional parking efficiency.

Public Transportation

Local Technology Corridors: Use innovative transit technology to enhance high-capacity corridors and transit-oriented development.

Policy Bundle

Utilize mechanisms to support the adoption and implementation of the policies in the plan, aligned with RTC policy direction.

Highlighted Programs

Updated

Air Quality

- **Conventional Vehicle Emissions Reduction:** Support emissions reductions through technical assistance, education, and best practices for stakeholders.
- **Air Quality Technical Planning & Analysis:** Conduct air quality planning, technical analyses, and collaboration on Transportation Conformity and emission inventories.

Clean Fuels & Energy

Low-Emission Technology Initiatives: Promote adoption of clean transportation technologies through policies, training, and workforce development with key partners.

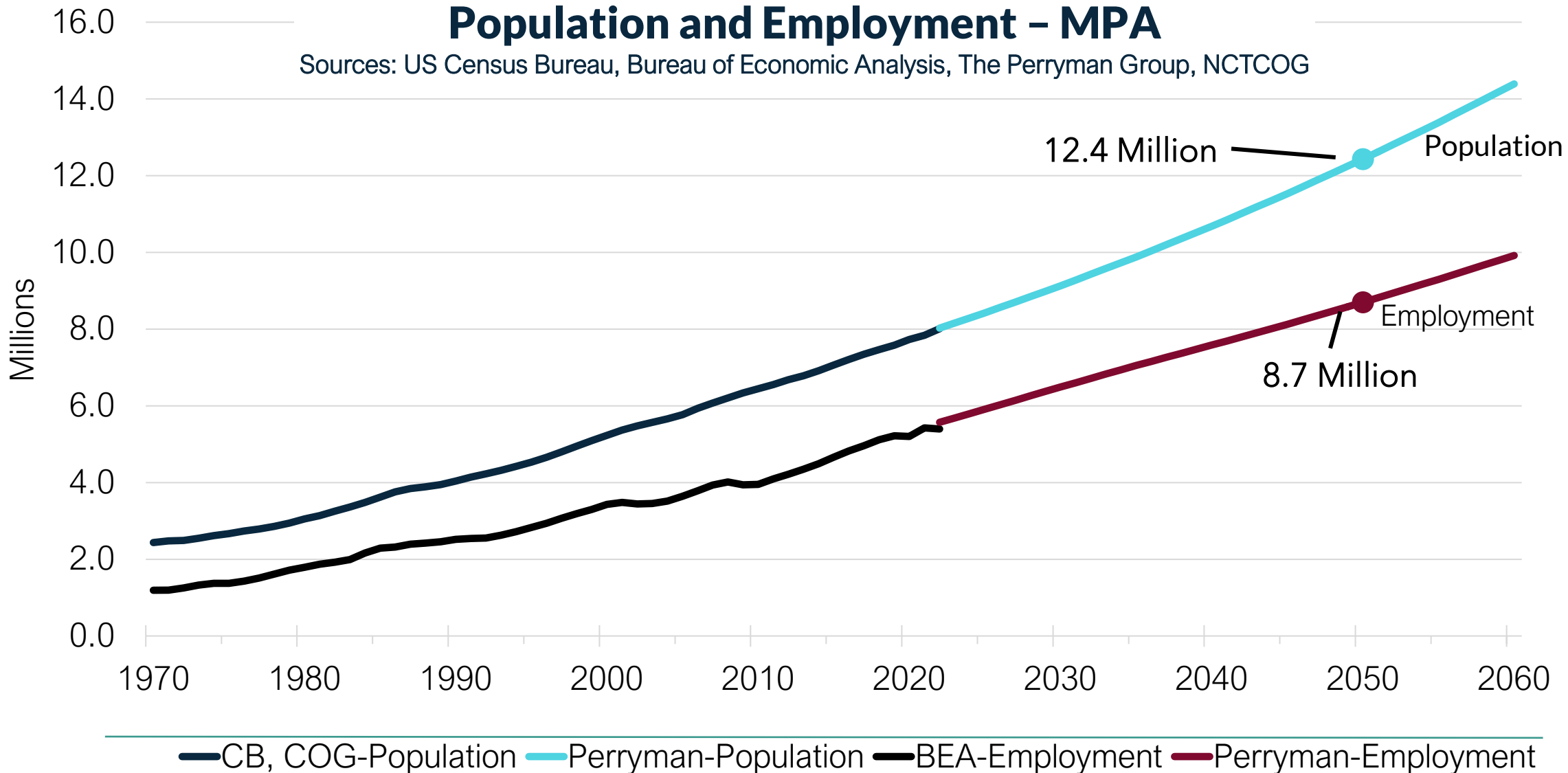
Connected/Automated Vehicles & Technologies

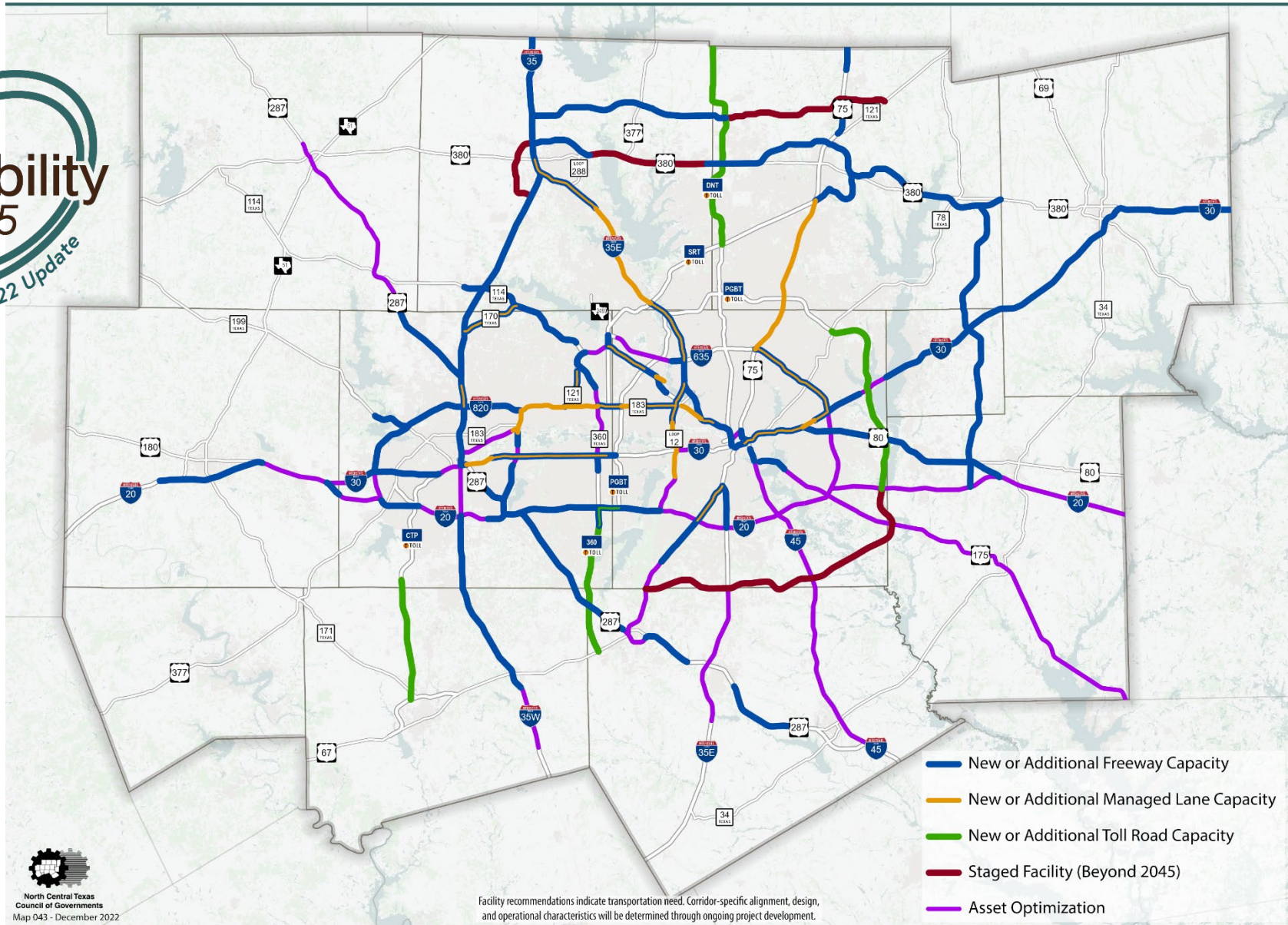
University Partnerships: Leverage DFW research universities to advance emerging mobility technologies on a regional and national scale.

Further details on all Policies and Programs in Mobility 2050 can be found online at www.nctcog.org/planinprogress.

Historical and Projected Total Population and Employment - MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

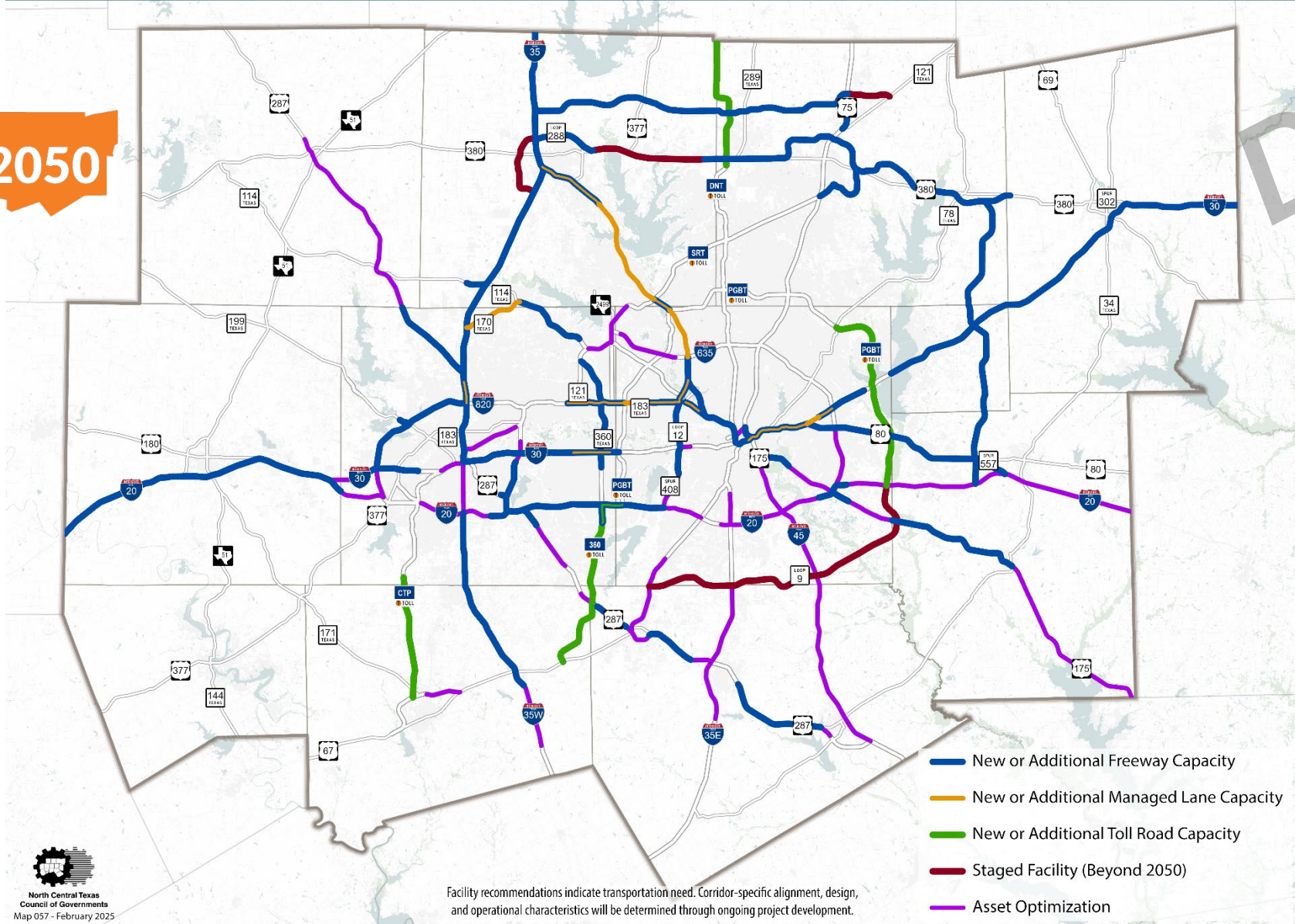




Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Beyond 2045)
- Asset Optimization

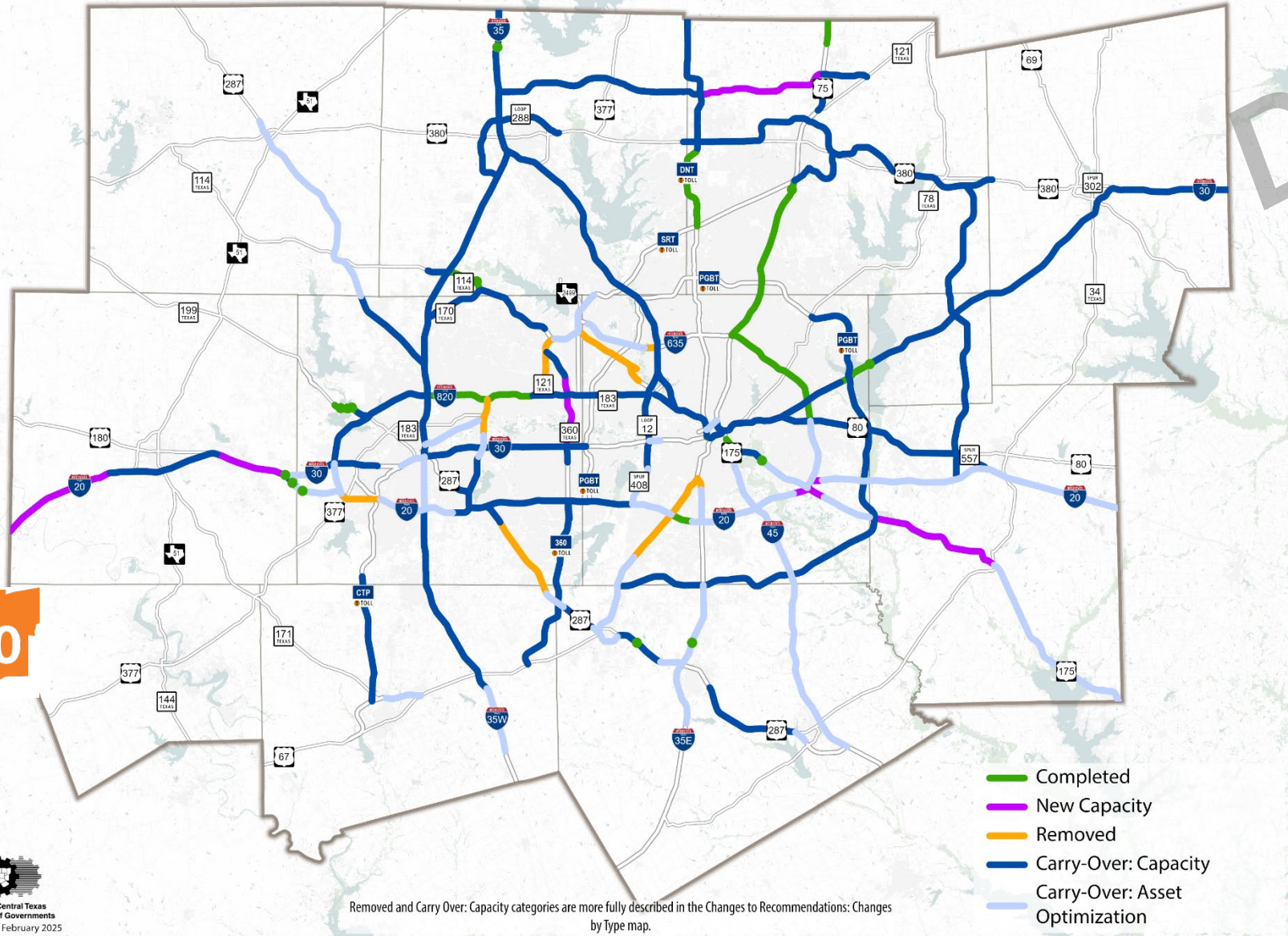
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MOBILITY2050

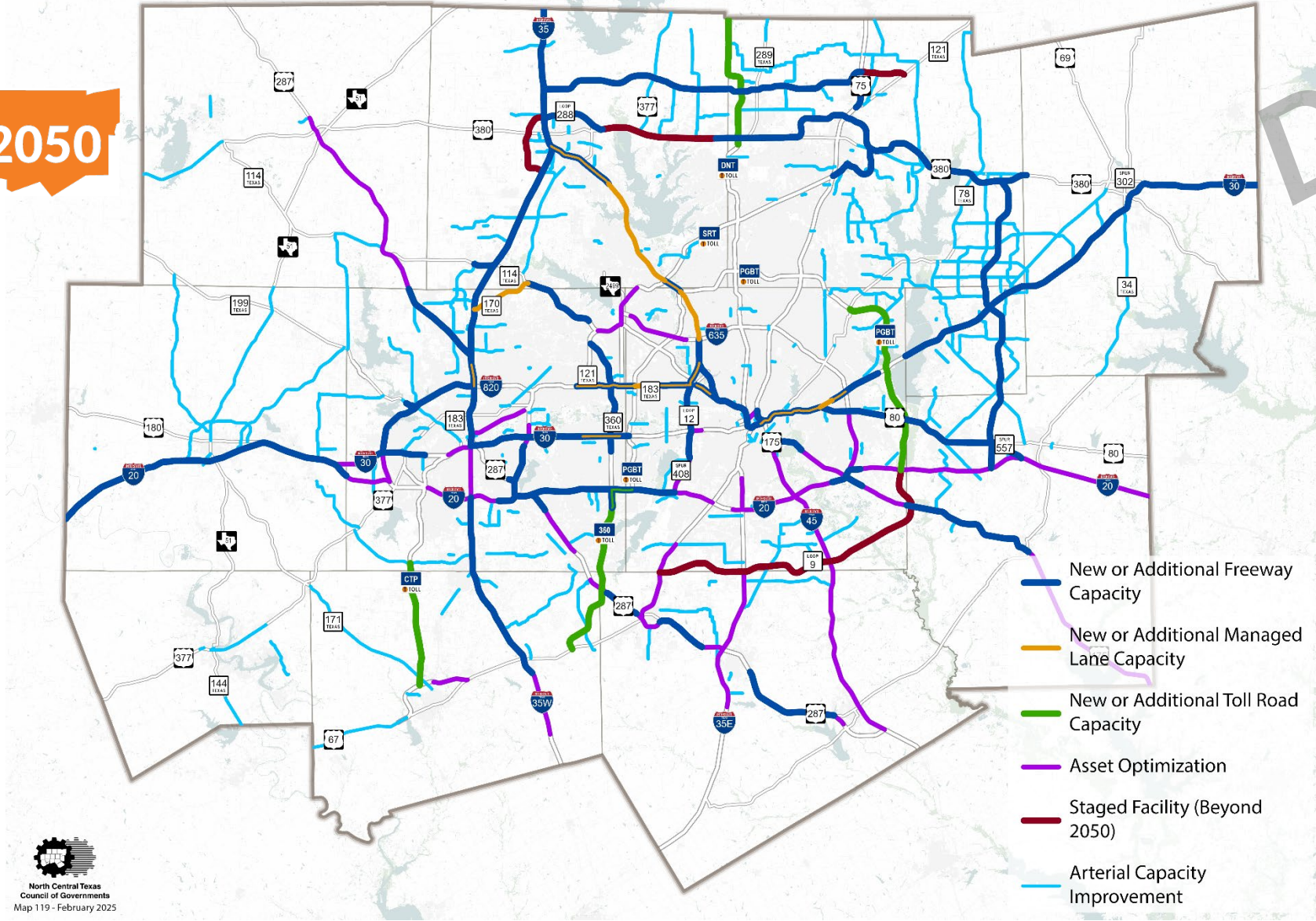


- Completed
- New Capacity
- Removed
- Carry-Over: Capacity
- Carry-Over: Asset
- Optimization

North Central Texas Council of Governments Map 118 - February 2025

Removed and Carry Over: Capacity categories are more fully described in the Changes to Recommendations: Changes by Type map.

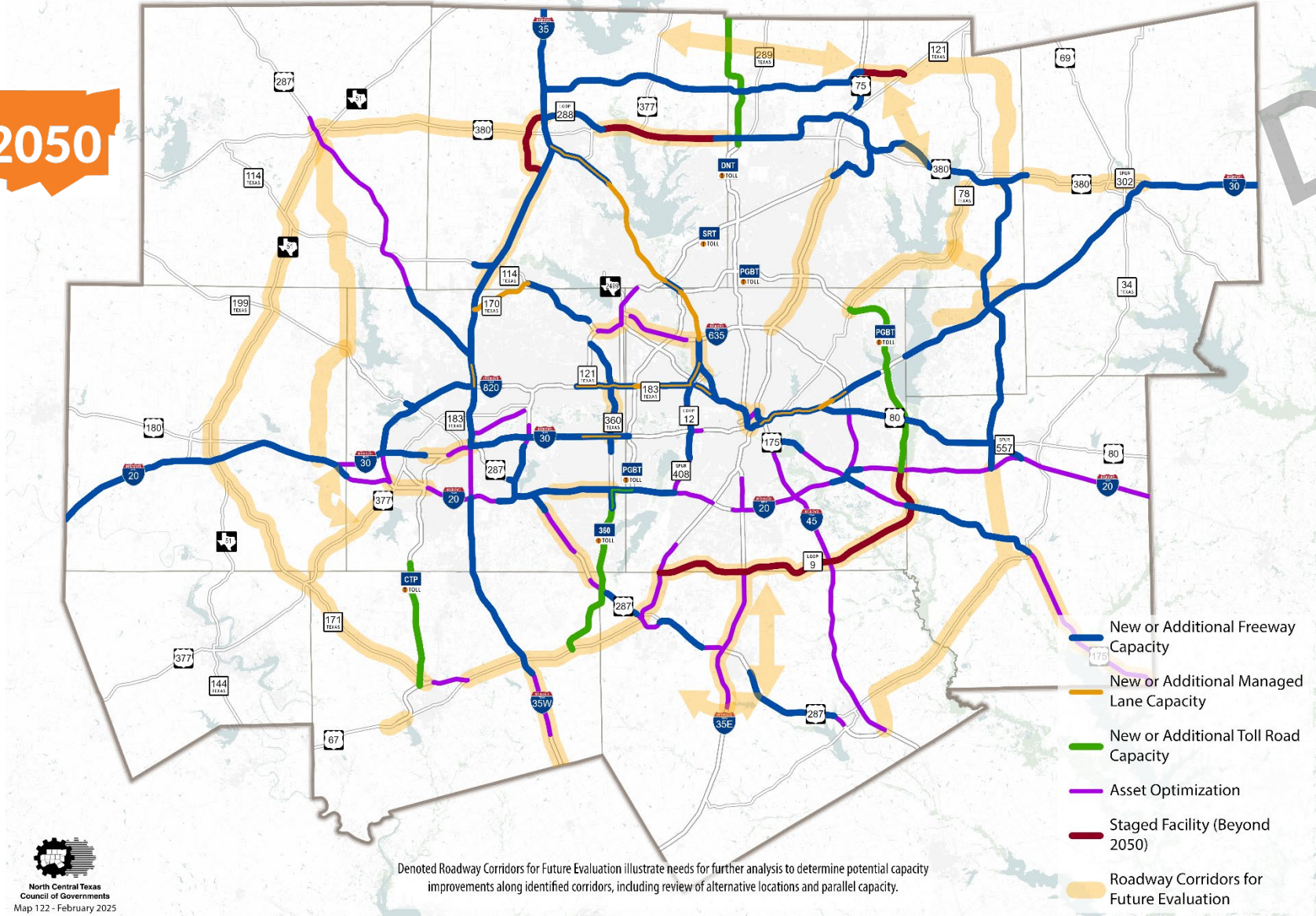
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North Central Texas
Council of Governments
Map 119 - February 2025

- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Asset Optimization
- Staged Facility (Beyond 2050)
- Arterial Capacity Improvement

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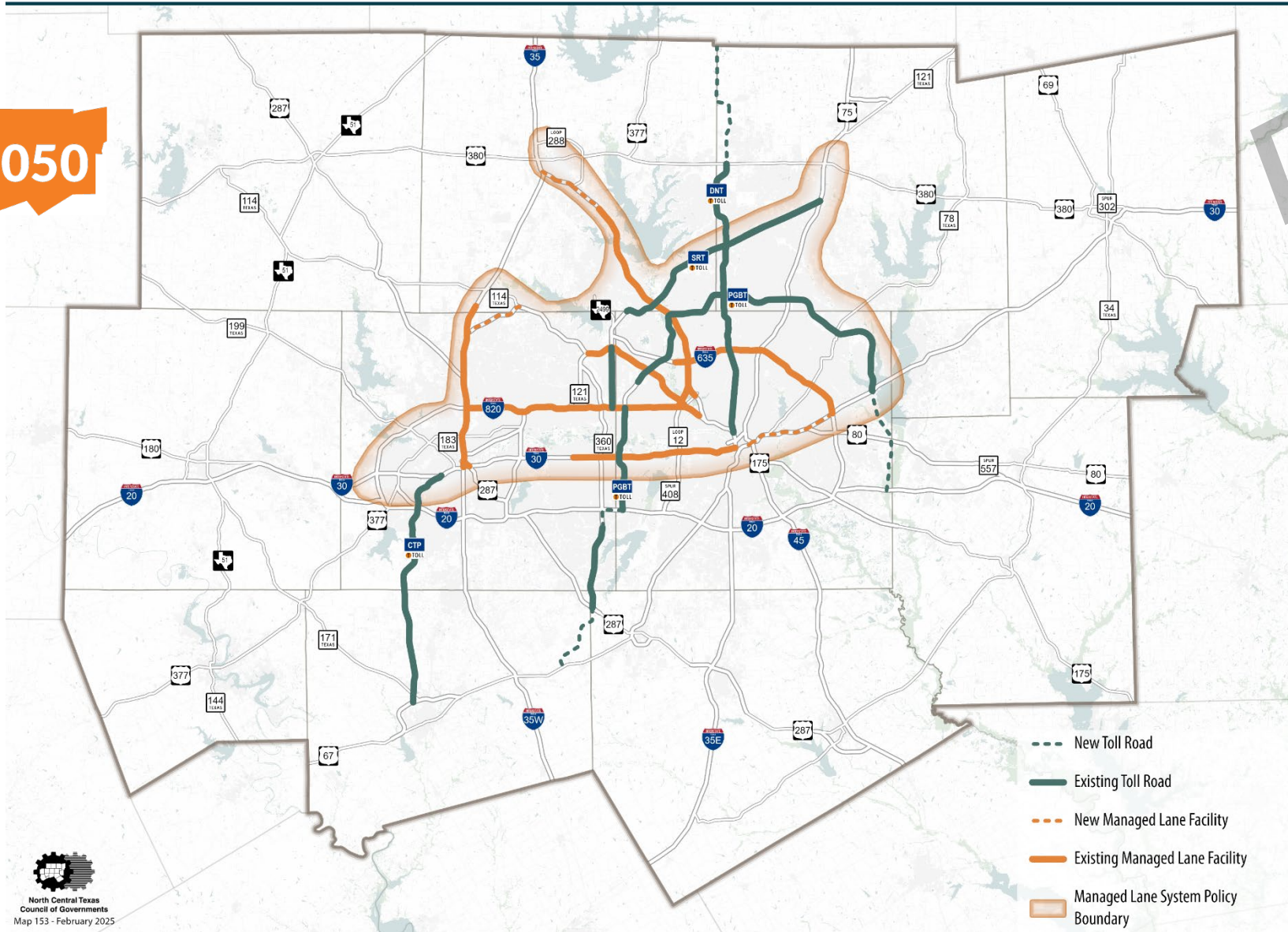


North Central Texas Council of Governments
Map 122 - February 2025

Denoted Roadway Corridors for Future Evaluation illustrate needs for further analysis to determine potential capacity improvements along identified corridors, including review of alternative locations and parallel capacity.

- 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

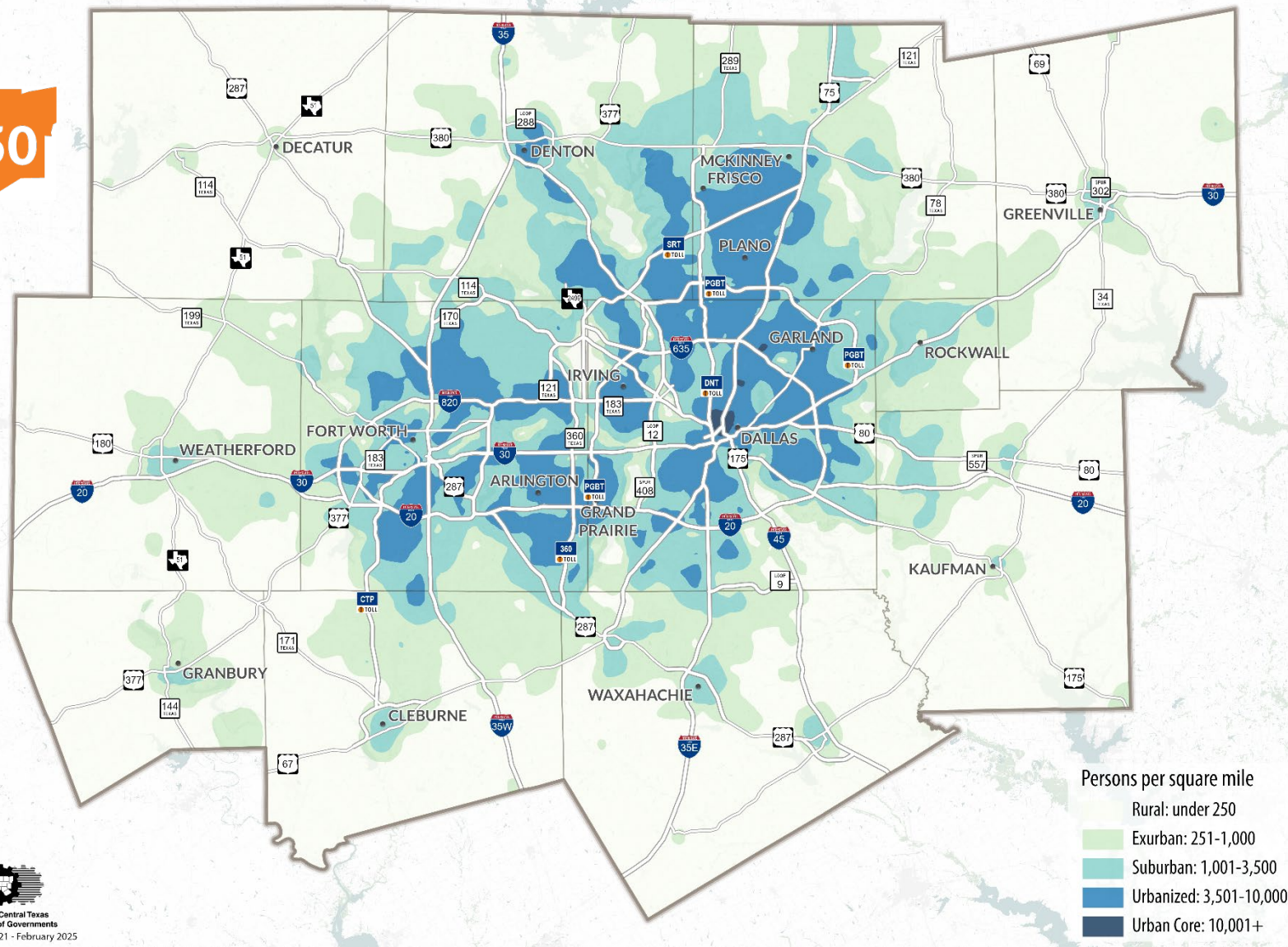
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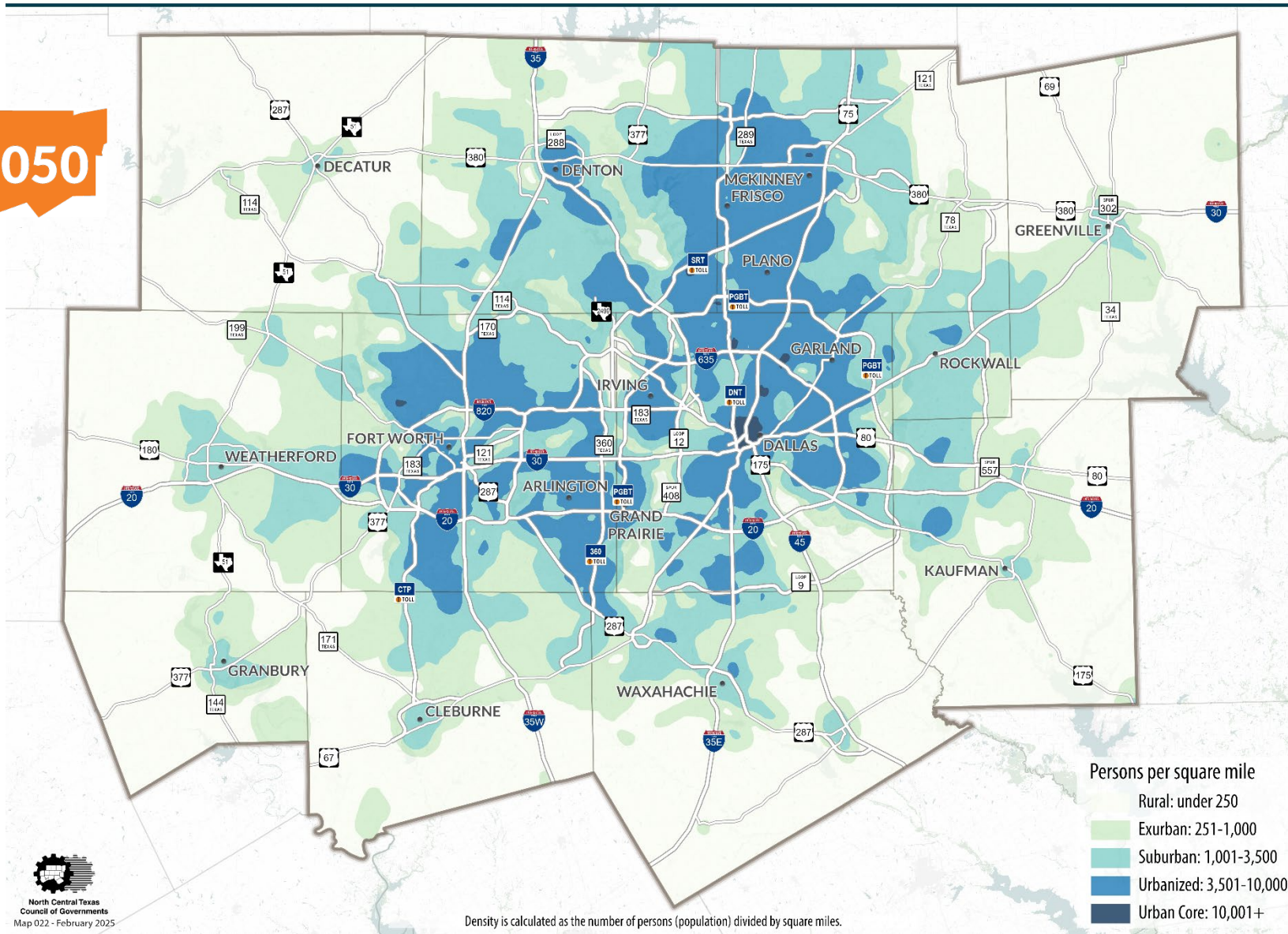
- - - New Toll Road
- Existing Toll Road
- - - New Managed Lane Facility
- Existing Managed Lane Facility
- Managed Lane System Policy Boundary

North Central Texas Council of Governments
Map 153 - February 2025

MOBILITY2050

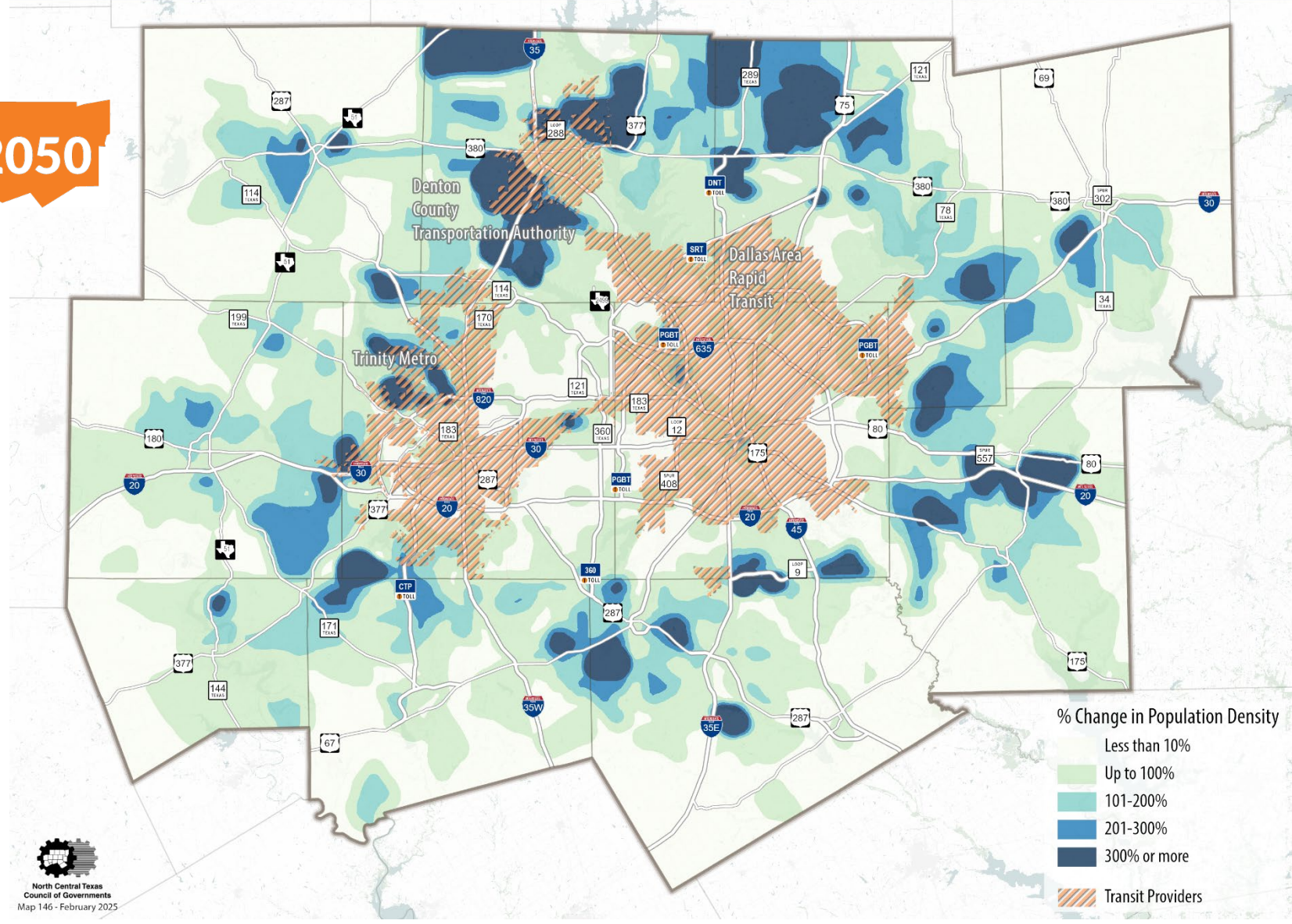


MOBILITY2050




 North Central Texas
 Council of Governments
 Map 022 - February 2025

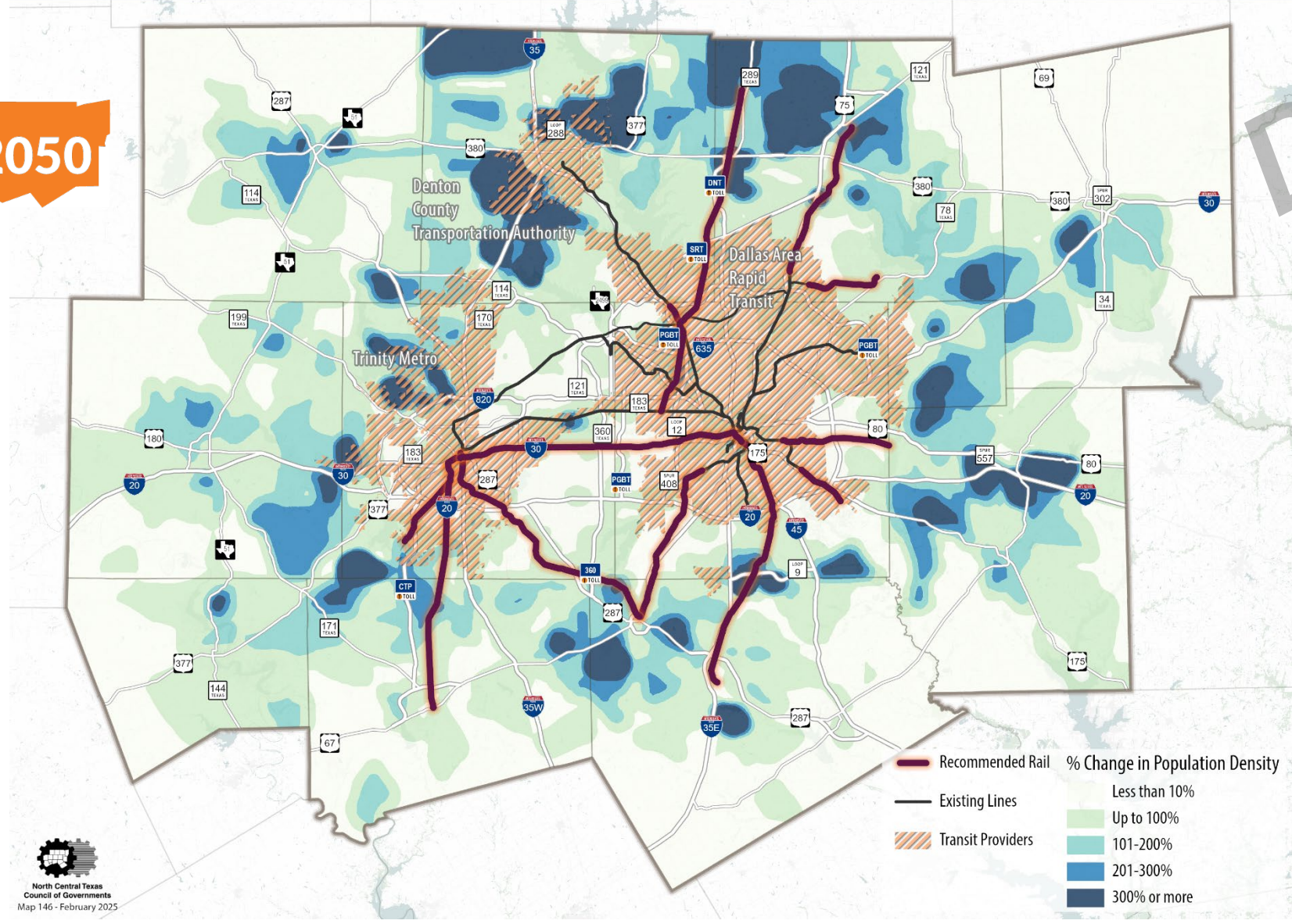
MOBILITY2050



North Central Texas Council of Governments
Map 146 - February 2025

This map presents a smoothed, interpolated representation of population change using rasterized Traffic Analysis Zones (TAZs). The interpolation process may introduce artificial growth patterns in areas where no actual development is expected. This visualization is intended for illustrative purposes only. For precise population change data, please refer to the original TAZ-based dataset.

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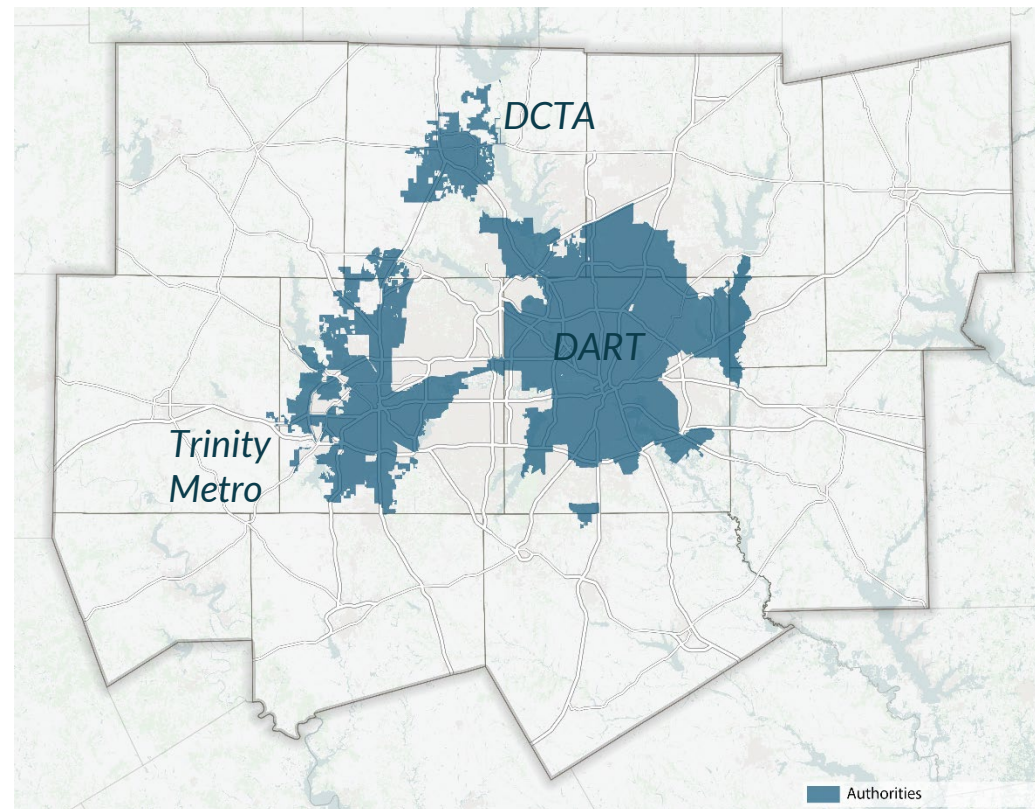
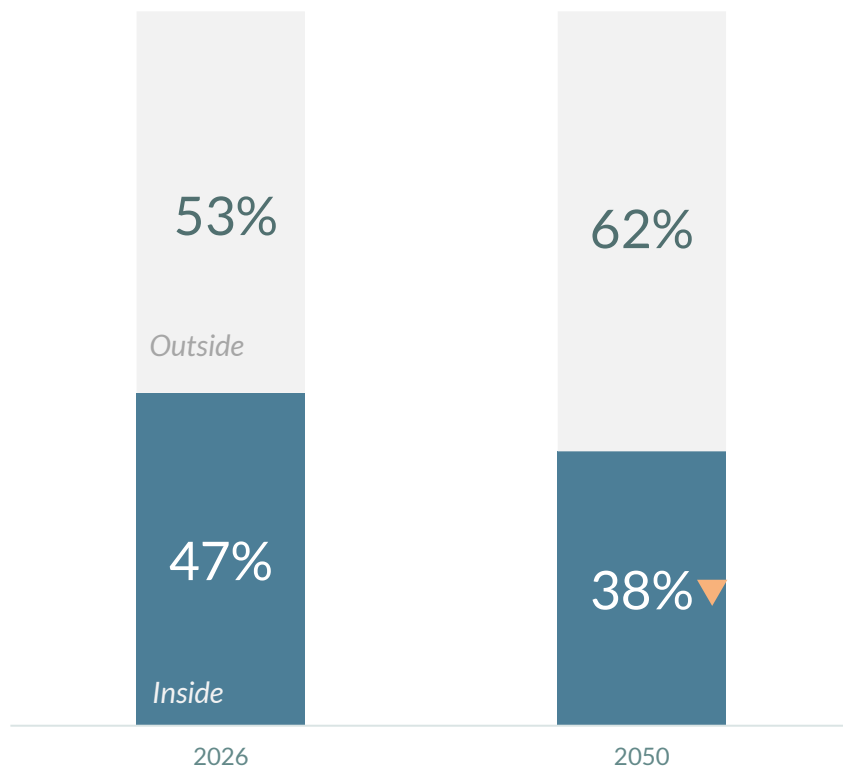


North Central Texas Council of Governments
Map 146 - February 2025

Recommended Rail
Existing Lines
Transit Providers

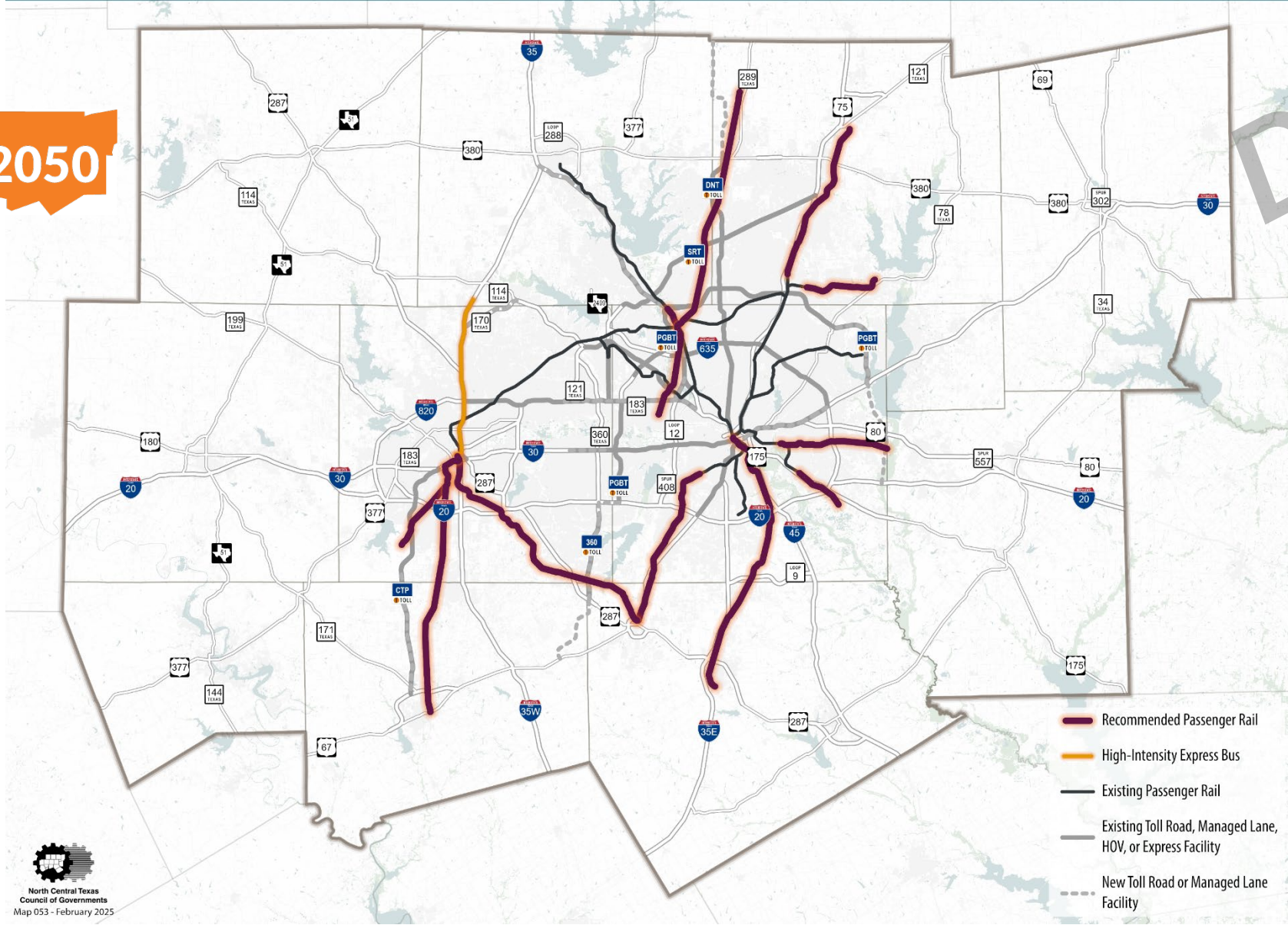
% Change in Population Density
Less than 10%
Up to 100%
101-200%
201-300%
300% or more

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



MOBILITY2050

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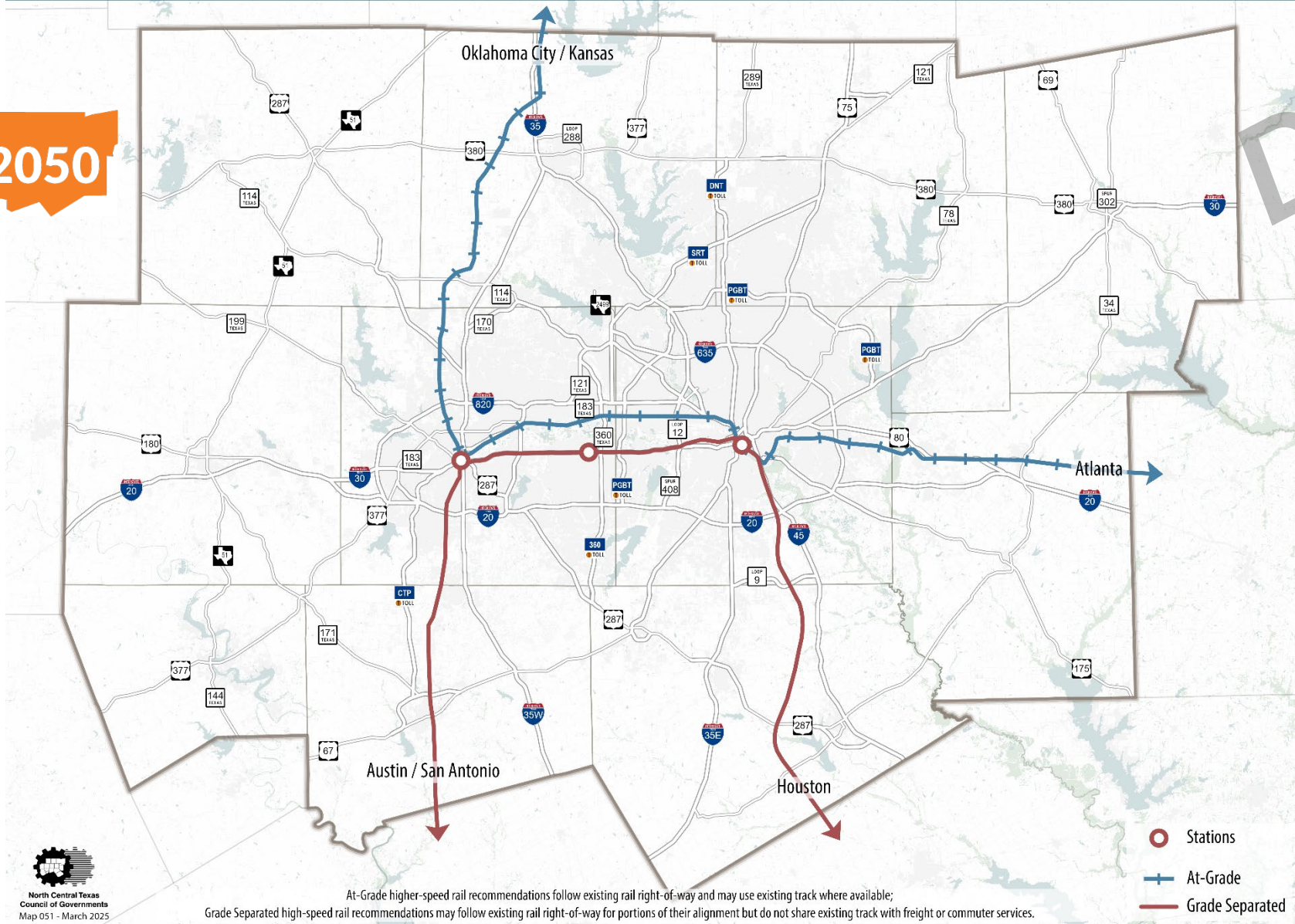


 North Central Texas

 Council of Governments

 Map 053 - February 2025

DRAFT



At-Grade higher-speed rail recommendations follow existing rail right-of-way and may use existing track where available;
Grade Separated high-speed rail recommendations may follow existing rail right-of-way for portions of their alignment but do not share existing track with freight or commuter services.

Work Commutes by Transit: Expectations vs. Reality

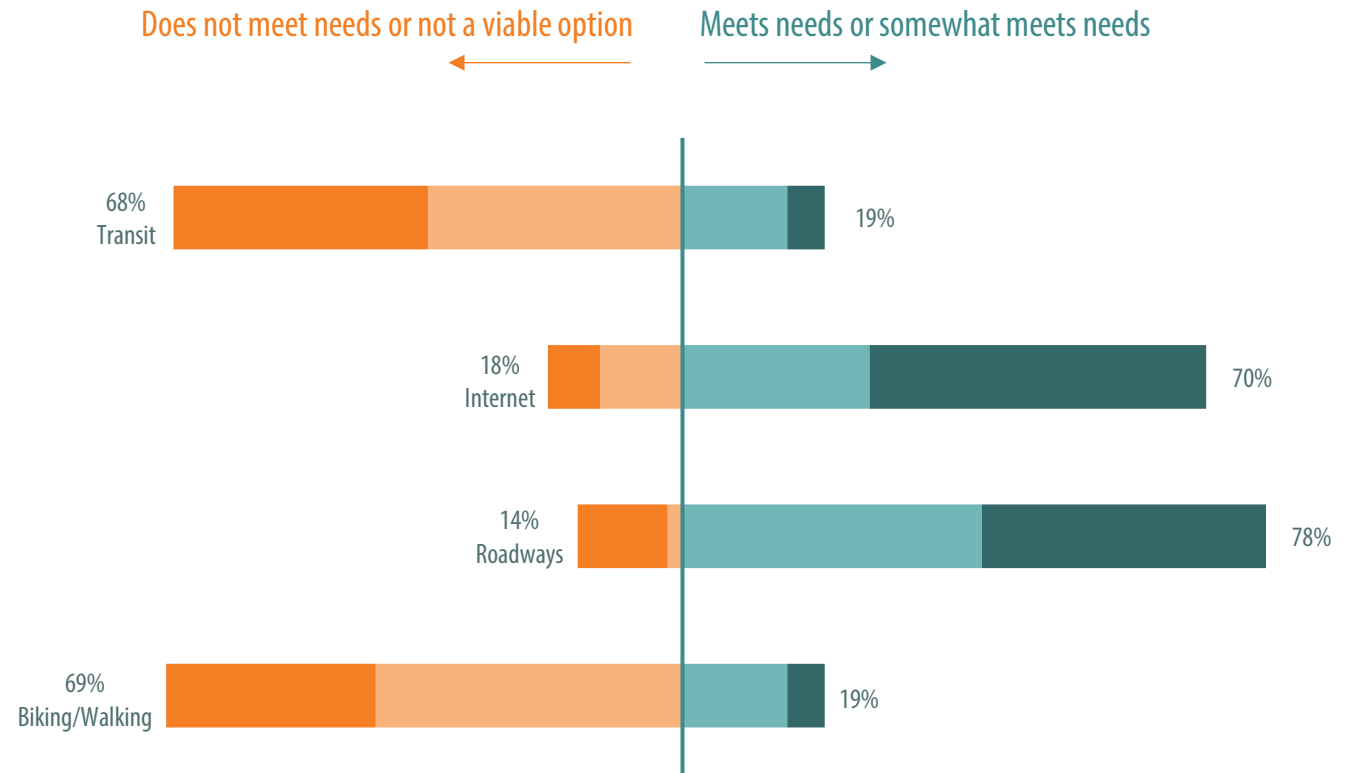
Preferred Mode

1 Transit - 2,485 votes

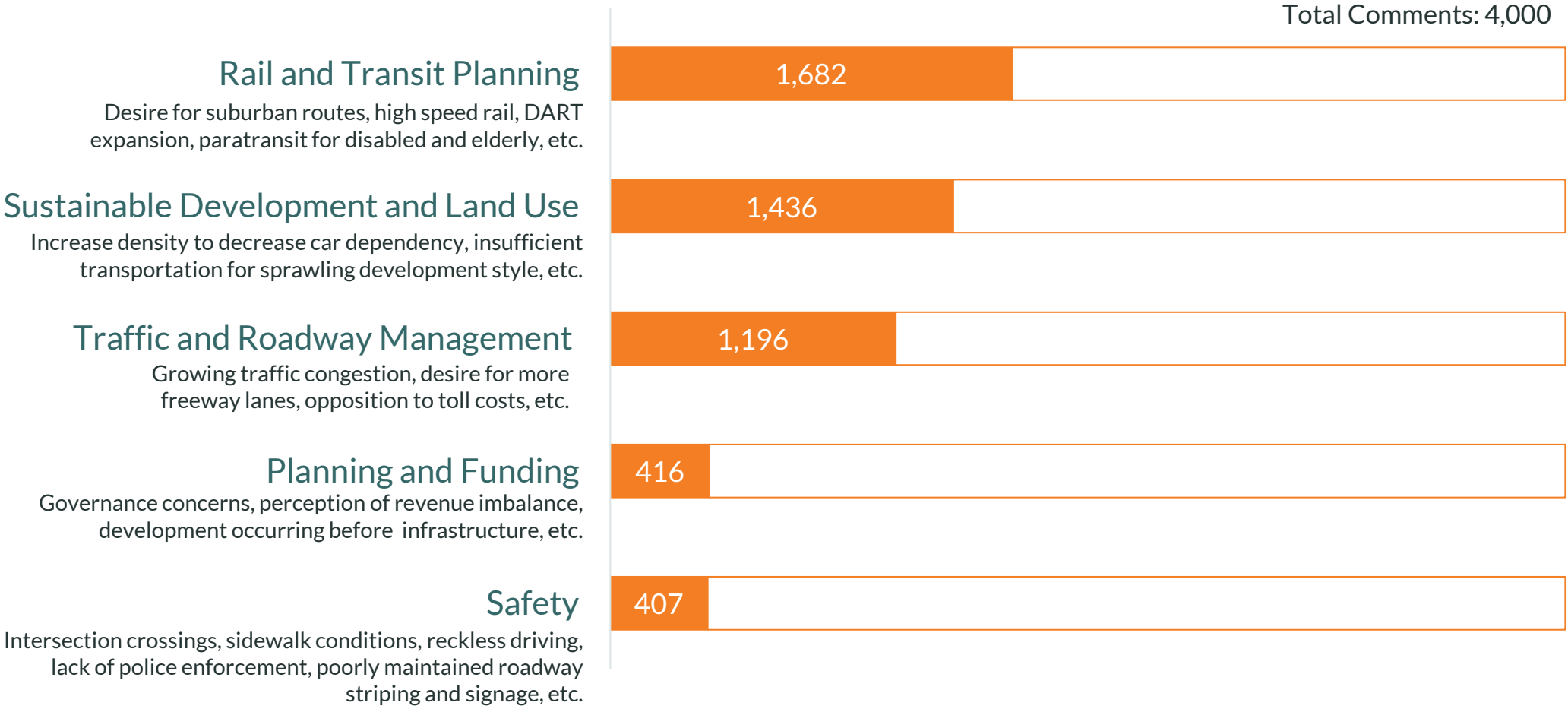
2 Internet - 2,481 votes

3 Roadways - 2,481 votes

4 Biking/Walking - 2,478 votes



Rail and Transit Planning is the most prevalent theme in public comments

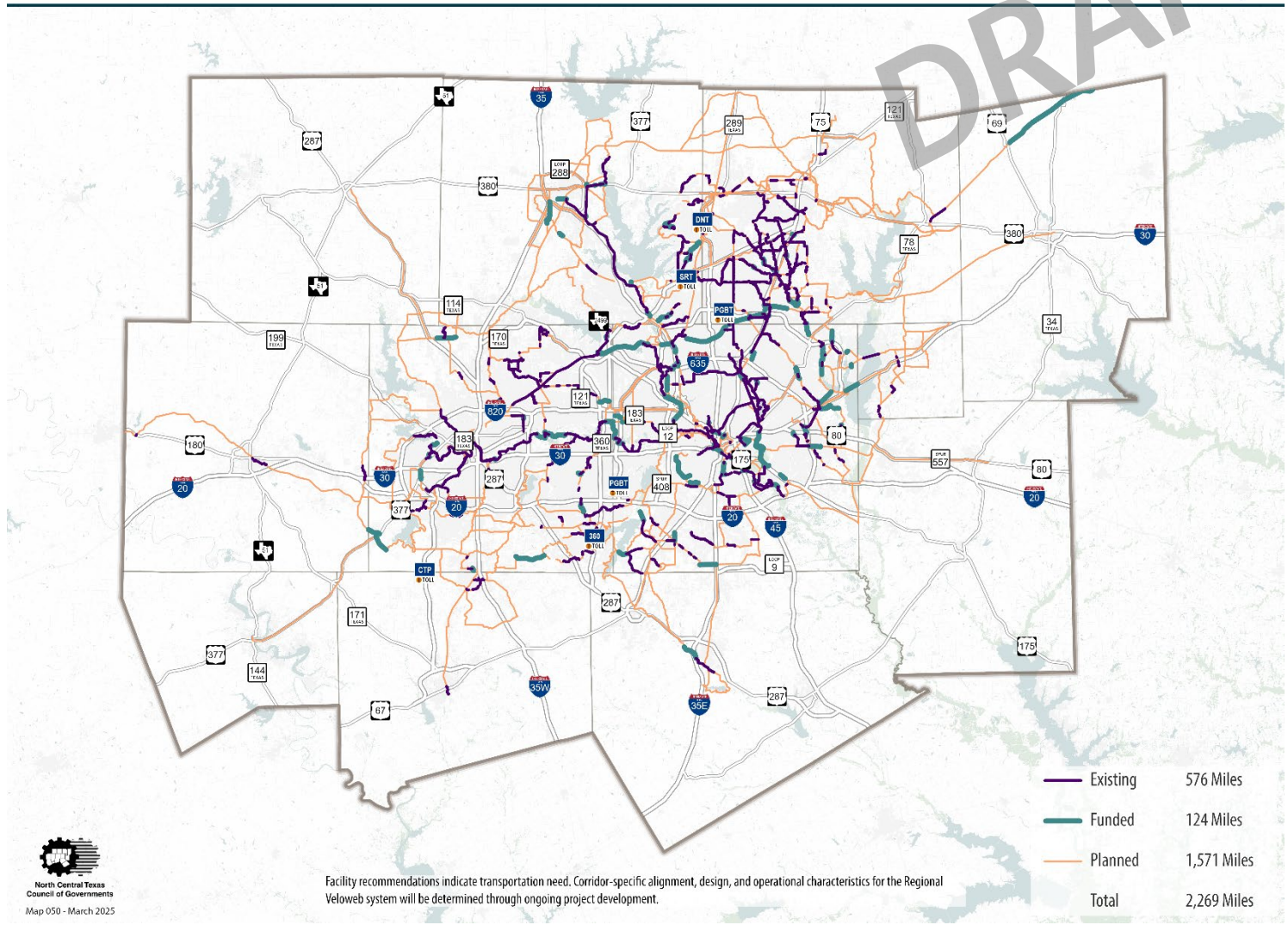
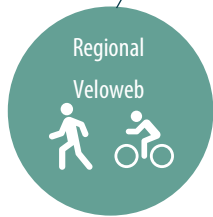


Active Transportation Recommendations

Regional Veloweb

MOBILITY 2050

MOBILITY 2050



The Nondiscrimination Analysis of Mobility 2050 projects found no disparate impacts.

What is it?

The analysis evaluates whether transportation investments in Mobility 2050 disproportionately impact protected populations (minority and low-income communities) under Title VI of the Civil Rights Act.

Why do we do it?

Federal law requires MTPs to assess whether projects result in disparate benefits or burdens to different population groups, ensuring fair access to transportation improvements.

What did we find?

The analysis of job access and congestion levels found **no disparate impacts**. Mobility improvements benefit both protected and non-protected populations, with similar changes in congestion.

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 RTC Information (Plan and Air Quality) |
| June 2025 | RTC Action to Adopt Mobility 2050 |
| July – December 2025 | Federal Transportation Conformity Review Period |

Requested Action

Direct staff to take draft Mobility 2050 policy, program, and project recommendations, including associated air quality conformity and nondiscrimination analyses, to public meetings for review and comment.

Staff will provide update to RTC in May and June on public feedback.

Further detail on all recommendations in Mobility 2050, including maps and project listings, can be found online at www.nctcog.org/planinprogress.

Mobility Plan Contacts



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Program Manager

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Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | 817-695-9263

| Mobility 2050 Policies | | | | |
|------------------------------|------------------------|-----------|--|--|
| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
| Environmental Considerations | Air Quality | AQ3-007 | Adopt and implement various measures in the Dallas-Fort Worth Air Quality Improvement Plan to reduce greenhouse gases and attain and maintain the NAAQS. | New* |
| Environmental Considerations | Air Quality | AQ3-008 | Pursue and partner with local governments and other stakeholders to secure funding for the purchase and installation of additional non-regulatory monitors. The focus is on addressing air quality community impacts and public health and providing information about the current air quality status in each monitor's respective area. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF3-001 | Participate in initiatives to support improved energy integration and resiliency, and increased energy efficiency. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF3-003 | Support and implement strategies that promote alternative fuel infrastructure development, including adoption of best practices in regulatory approaches (e.g., codes and ordinances) and participation in collaborative efforts with local and regional stakeholders. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF3-004 | Participate in initiatives to support community readiness for the safe deployment of zero-emission and advanced transportation technologies. | New* |
| Mobility Options | Freight | FP3-012 | Improve truck parking throughout the region and identify funding sources to assist with the creation of new truck parking. | New* |
| Mobility Options | Freight | FP3-014 | Enhance freight movements through identifying specific freight-focused issues. | New* |
| Mobility Options | Public Transportation | TR3-015 | Support the development and operation of transit as part of a balanced intermodal transportation network through the identification and pursuit of expanded and modified funding from both public and private sources. | New* |
| Regional Performance | Policy Bundle | PB3-001 | To encourage and incentivize local governments to carry out policies identified in the Metropolitan Transportation Plan, the RTC has established a Policy Bundle program to advance the plan's goals, such as safety, air quality, mobility options, and quality of life for North Central Texans. | New* |
| Environmental Considerations | Air Quality | AQ3-006 | Revise the Dallas-Fort Worth Air Quality Improvement Plan and implement measures to support the attainment and maintenance of the NAAQS and reduce greenhouse gases. Includes pursuing funding for implementation as needed. | Updated |
| Mobility Options | Freight | FP3-004 | Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network. | Updated |
| Mobility Options | Freight | FP3-005 | Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address nondiscrimination concerns pertaining to freight-oriented developments and land use conflicts. Work with local governments as needed to address specific land use issues related to freight. | Updated |
| Mobility Options | Freight | FP3-006 | Incorporate technological advancements into the regional freight network with both public and private partnerships. | Updated |
| Mobility Options | Freight | FP3-008 | Monitor freight traffic annually along major corridors and major freight facilities. | Updated |
| Mobility Options | Freight | FP3-009 | Incorporate freight analysis using the Freight Economic Analysis Tool and involve the freight community in the planning process of goods movement projects. | Updated |
| Environmental Considerations | Air Quality | AQ3-001 | Pursue successful transportation conformity determinations of the Metropolitan Transportation Plan and Transportation Improvement Program consistent with federal and state guidelines. | Carried Forward |
| Environmental Considerations | Air Quality | AQ3-002 | Provide technical assistance and analysis to attain and maintain National Ambient Air Quality Standards and reduce negative impacts of other air pollutants. | Carried Forward |
| Environmental Considerations | Air Quality | AQ3-003 | Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders. | Carried Forward |
| Environmental Considerations | Air Quality | AQ3-004 | Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within local government jurisdictions as consistent with Regional Transportation Council Resolution R21-06. | Carried Forward |
| Environmental Considerations | Air Quality | AQ3-005 | Promote adoption and implementation of an ordinance or guidelines similar to an ordinance that promote sustainable tire disposal practices, including recycling. | Carried Forward |
| Mobility Options | Aviation | AV3-001 | Improve efficiency, safety, air quality, and access related to aviation. | Carried Forward |
| Mobility Options | Aviation | AV3-002 | Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan. | Carried Forward |
| Mobility Options | Aviation | AV3-003 | Encourage compatible land-use planning surrounding airports in the region. | Carried Forward |
| Mobility Options | Aviation | AV3-004 | Establish a comprehensive and integrated Aviation Education System in North Central Texas. | Carried Forward |
| Mobility Options | Aviation | AV3-005 | Implement operational restrictions and other requirements of Unmanned Aircraft Systems around regionally significant aviation facilities. | Carried Forward |
| Mobility Options | Aviation | AV3-006 | Safely and efficiently integrate Vertical Mobility Options Technology (Advanced Air Mobility Options, Urban Air Mobility Options, Uncrewed Traffic Management, Uncrewed Aircraft Systems) into the North Central Texas Council of Governments region. | Carried Forward |
| Mobility Options | Active Transportation | BP3-001 | Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promote walking and bicycling as equals with other transportation modes. The active transportation network must be interconnected with transit services and integrated as part of Complete Streets to connect key destinations, including employment centers; education, medical, retail, and entertainment centers; and other destinations for daily activities. Mobility Options 2050 promotes roadways in the urbanized area that are designed and constructed to accommodate at least three or more modes of transportation. | Carried Forward |

*Policies marked as "New" have emerged from efforts supported by the Regional Transportation Council since the adoption of the previous plan.

| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
|------------------------------|--|-----------|---|--|
| Mobility Options | Active Transportation | BP3-002 | Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities. Mobility Options 2050 promotes bicycle and pedestrian projects that connect multiple jurisdictions and expand the regional network by improving coordination, connectivity, and continuity between counties and communities. To realize the potential of active transportation, special attention must be paid to the current barriers and safety issues the region is experiencing, including: <ul style="list-style-type: none"> • An incomplete network of bicycle and pedestrian facilities, including facilities that serve transit-dependent populations. • High rates of pedestrian and bicycle crashes and fatalities involving motor vehicles. • Limited funding for safe routes to school projects. • Infrastructure that is not compliant with Americans with Disabilities Act. • Significant barriers to safe active transportation travel; these barriers include freeways, major streets with high traffic volumes and speeds, and waterways. Improving safety is a top priority for USDOT and Mobility Options 2050 is committed to reducing fatalities and serious injuries on the transportation network throughout North Central Texas. | Carried Forward |
| Mobility Options | Active Transportation | BP3-003 | Support programs and activities that promote pedestrian and bicycle safety, health, and education. Walking and bicycling are legitimate forms of transportation that have the potential to positively impact the region by shifting travel modes, resulting in reduced congestion and improved air quality and public health. Mobility Options 2050 promotes enhanced safety for active travel by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, implementing safety infrastructure projects, and promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts. | Carried Forward |
| Environmental Considerations | Clean Fuels and Energy | CF3-002 | Required for clean fleet funding as contained in RTC Resolution R14-10 or subsequent updated resolution. Establish a framework for reducing emissions, transitioning to alternative fuel and low-emitting vehicles, reducing fuel consumption, participating as a stakeholder in DFW Clean Cities, and training staff. | Carried Forward |
| Social Considerations | Nondiscrimination | EJ3-001 | Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system. | Carried Forward |
| Social Considerations | Nondiscrimination | EJ3-002 | Balance transportation investment across the region to provide equitable improvements. | Carried Forward |
| Social Considerations | Nondiscrimination | EJ3-003 | Based on meaningful community input, plan for and invest in projects that proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity. | Carried Forward |
| Social Considerations | Nondiscrimination | EJ3-004 | Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care. | Carried Forward |
| Environmental Considerations | Environmental Considerations Resources | ER3-001 | Enhance quality of life by protecting, retaining, restoring/mitigating, or enhancing the region's Environmental Considerations quality during planning and implementation of transportation programs and projects. | Carried Forward |
| Environmental Considerations | Environmental Considerations Resources | ER3-002 | Work cooperatively with regulatory and conservation partners to develop innovative approaches that meet their conservation priorities and facilitate the delivery of transportation projects. | Carried Forward |
| Environmental Considerations | Environmental Considerations Resources | ER3-003 | Promote transportation programs and projects that encourage healthy lifestyles, including, but not limited to, providing appropriate access to the natural environment. | Carried Forward |
| Environmental Considerations | Environmental Considerations Resources | ER3-004 | Facilitate federally recognized tribal nations' meaningful participation through Regional Transportation Council Policy P19-01, Policy Position to Support Communication with Tribal Nations. | Carried Forward |
| Financial | Financial | F3-001 | The Regional Transportation Council will select and program projects within the guidelines established by the funding source. Programming and selection guidelines for Regional Transportation Council Local funds are determined by the Regional Transportation Council. | Carried Forward |
| Financial | Financial | F3-002 | Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with Regional Transportation Council policy objectives, including, but not limited to, demand management, air quality, natural environment preservation, Social Considerations equity, or consideration of transportation options and accessibility to other modes (such as freight, aviation, bicycle, and pedestrian). (While this is listed as a financial policy, it has specific implications for the Environmental Considerations portion of the plan.) | Carried Forward |
| Financial | Financial | F3-003 | Ensure adequate funding for multimodal elements within implemented projects. | Carried Forward |
| Financial | Financial | F3-004 | Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow. | Carried Forward |
| Financial | Financial | F3-005 | Ensure that adequate funding is given to maintenance and Operational Efficiency of the existing multimodal transportation system consistent with federal and/or state guidelines and recommendations. | Carried Forward |
| Financial | Financial | F3-006 | Pursue roadway and transit pricing opportunities to expedite project delivery. | Carried Forward |
| Financial | Financial | F3-007 | Pursue project cost reductions through value engineering, streamlined project development, and other activities. | Carried Forward |
| Financial | Financial | F3-008 | Pursue an increase in North Central Texas' share of state and federal allocated funds consistent with the Regional Transportation Council's legislative position. | Carried Forward |
| Financial | Financial | F3-009 | Pursue legislative actions aimed at increasing revenue through initiatives identified by the Regional Transportation Council. | Carried Forward |
| Financial | Financial | F3-010 | Leverage traditional and non-traditional transportation funding to expand services across the region. | Carried Forward |
| Financial | Financial | F3-011 | Utilize multiple funding sources, including innovative funding methods, as appropriate to fully fund projects. | Carried Forward |
| Financial | Financial | F3-012 | Support planning activities, including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects. | Carried Forward |
| Mobility Options | Freight | FP3-001 | Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy. | Carried Forward |
| Mobility Options | Freight | FP3-002 | Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability. | Carried Forward |

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| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
|------------------------|--|-----------|---|--|
| Mobility Options | Freight | FP3-003 | Identify and maintain regional freight networks to meet business and consumer demand benefiting everyday life. | Carried Forward |
| Mobility Options | Freight | FP3-007 | Improve efficiency by promoting safety, Mobility Options, and accessibility on the freight networks. | Carried Forward |
| Mobility Options | Freight | FP3-010 | Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling. | Carried Forward |
| Mobility Options | Freight | FP3-011 | Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements. | Carried Forward |
| Mobility Options | Freight | FP3-013 | Encourage regional railroads to participate in rail system planning, identifying issues and developing integrated Operational Efficiency, with local commuter rail agencies. | Carried Forward |
| Operational Efficiency | Congestion Management and Operational Efficiency | MO3-002 | Ensure the existing multimodal transportation system operates efficiently by balancing the demand across all available assets and ensuring integration between systems. | Carried Forward |
| Operational Efficiency | Congestion Management and Operational Efficiency | MO3-001 | Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions. | Carried Forward |
| Social Considerations | Public Involvement | PI3-001 | Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process. | Carried Forward |
| Social Considerations | Public Involvement | PI3-002 | Demonstrate explicit consideration and response to the public input received. | Carried Forward |
| Social Considerations | Public Involvement | PI3-003 | Use strategic outreach and communication efforts to seek out and consider the needs to those traditionally underserved by the transportation planning process. | Carried Forward |
| Social Considerations | Public Involvement | PI3-004 | Enhance visualization of transportation policies, programs, and projects. | Carried Forward |
| Social Considerations | Public Involvement | PI3-005 | Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process. | Carried Forward |
| Mobility Options | Roadway | RD3-001 | The Regional Transportation Council does not support converting existing free non-high-occupancy vehicle/managed lane corridors to tollways. | Carried Forward |
| Mobility Options | Roadway | RD3-002 | Evaluate all new limited-access capacity for priced facility potential. | Carried Forward |
| Mobility Options | Roadway | RD3-003 | To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance. | Carried Forward |
| Mobility Options | Roadway | RD3-004 | Plan and program non-regionally significant arterial improvements cooperatively with local governments. | Carried Forward |
| Mobility Options | Roadway | RD3-005 | Management strategies consistent with the Regional Congestion Management Process, congestion management plans for regional tollway operators, and federal single-occupancy vehicle justification requirements, unless precluded by existing bond covenants, should be implemented when an existing freeway, tollway, or managed lane adds capacity. Future bond covenants should accommodate a full range of management strategies. | Carried Forward |
| Mobility Options | Roadway | RD3-006 | Systemwide high-occupancy vehicle occupancy will be consistent with the latest Regional Transportation Council policy. | Carried Forward |
| Mobility Options | Roadway | RD3-007 | Additional and improved interchanges, collector-distributor roads, frontage roads, and auxiliary lanes should be considered and implemented as appropriate on all freeway/tollway facilities in order to accommodate a balance between Mobility Options, access, operational, and safety needs. | Carried Forward |
| Mobility Options | Roadway | RD3-008 | Encourage the early preservation of right-of-way in recommended roadway corridors. | Carried Forward |
| Mobility Options | Roadway | RD3-009 | Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs. | Carried Forward |
| Mobility Options | Roadway | RD3-010 | Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process. | Carried Forward |
| Mobility Options | Roadway | RD3-011 | Support advanced planning activities such as thoroughfare planning and subarea studies to aid in strategic decision-making regarding Metropolitan Transportation Plan and project development. | Carried Forward |
| Mobility Options | Roadway | RD3-012 | Corridor and Environmental Considerations studies should be conducted with consideration for the region's air quality and financial constraints. | Carried Forward |
| Mobility Options | Roadway | RD3-013 | Support federal and state interregional corridor initiatives as appropriate. | Carried Forward |
| Mobility Options | Roadway | RD3-014 | Evaluate and implement all reasonable options such as Asset Optimization to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way. | Carried Forward |
| Mobility Options | Roadway | RD3-015 | Support the asset management objectives in the Texas Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets. | Carried Forward |
| Mobility Options | Roadway | RD3-016 | Use multimodal level-of-service analysis as part of the roadway planning and design process to evaluate the level-of-service for each mode, to holistically balance the level-of-service needs of automobile drivers, transit riders, bicycle riders, and pedestrians, with priority given to the safety and comfort of the most vulnerable road users. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD3-001 | Support mixed-use and infill developments that utilize system capacity, reduce vehicle miles traveled, and improve air quality through improved rail Mobility Options and access management. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD3-002 | Promote transit-oriented development for all station types that improves the jobs/housing balance, "last mile" connections, and appropriate land-use density to encourage diverse transportation mode choices. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD3-003 | Plan for land use-transportation connections, including a variety of land uses from natural areas to the urban core connected by multimodal transportation options through strategies such as smart zoning codes, green infrastructure, affordable housing, preservation of agricultural land, healthy communities, economic development tools, parking, innovative financing, deck parks, etc. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD3-004 | Support independent school districts and local governments through various programs and projects as supported by the Regional Transportation Council policy supporting school districts. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD3-005 | Develop and encourage strategies to enhance street connectivity through the use of connected street grids in new development or redevelopment projects, subdivisions, and/or local roadway construction. | Carried Forward |

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| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
|------------------------------|---|-----------|---|--|
| Operational Efficiency | Sustainable Development | SD3-006 | Have parking management strategies programmed or in development code within areas of higher density or trip generation. Strategies would include smart parking management policies to reduce excessive traffic circulation and to set standards for supply ratios that might encourage alternative modes of transportation such as transit, shared parking, on street parking provisions, bicycle parking, parking management technologies, parking districts, etc. | Carried Forward |
| Environmental Considerations | Streamlined Project Delivery | SPD3-001 | Increase resiliency of ancillary infrastructure included within or immediately adjacent to the transportation system's right-of-way or easement, including improving stormwater management. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM3-001 | Support the Congestion Management Process, which includes explicit consideration and appropriate implementation of Travel Demand Management, Transportation System Management, and Intelligent Transportation Systems strategies during all stages of corridor development and Operational Efficiency. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM3-002 | Support an integrated planning process that maximizes existing transportation system capacity before considering major capital infrastructure investment in the multimodal system. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM3-003 | Implement Travel Demand Management strategies that assist in reducing the number of single-occupancy vehicle trips consistent with Regional Transportation Council Resolution R21-04, which supports the establishment of a regional single-occupancy vehicle trip reduction target of 20 percent annually. | Carried Forward |
| Mobility Options | Public Transportation | TR3-001 | Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03). | Carried Forward |
| Mobility Options | Public Transportation | TR3-002 | Work with the region's existing public transit providers to ensure a seamless multimodal transit system through: <ul style="list-style-type: none"> • Seamless connections • Coordinated fare structure • One-stop access to services • Standardization of assets, technologies, and service characteristics that promote interoperability • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level-of-service • Service expansion | Carried Forward |
| Mobility Options | Public Transportation | TR3-003 | Existing and future public use rights-of-way should be monitored for appropriate public transportation service. | Carried Forward |
| Mobility Options | Public Transportation | TR3-004 | Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority. | Carried Forward |
| Mobility Options | Public Transportation | TR3-005 | Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate. | Carried Forward |
| Mobility Options | Public Transportation | TR3-006 | Maximize the efficient use of public transportation resources in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services. | Carried Forward |
| Mobility Options | Public Transportation | TR3-007 | Implement safety, management and Operational Efficiency, and multimodal system integration projects and programs as appropriate. | Carried Forward |
| Mobility Options | Public Transportation | TR3-008 | Ensure the efficient operation of the existing public transportation system by evaluating, procuring, and/or implementing maintenance, rehabilitation, enhancement, replacement, and/or operational projects to maintain safe, cost-effective, and reliable public transportation. | Carried Forward |
| Mobility Options | Public Transportation | TR3-009 | Support efforts to make accommodations for rail and other public transportation services to major events centers during special events. | Carried Forward |
| Mobility Options | Public Transportation | TR3-010 | Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration's Capital Investment Grant Program. | Carried Forward |
| Mobility Options | Public Transportation | TR3-011 | Establish policies fostering high-speed rail system interoperability resulting in a "one seat" ride system operation to, through, and within the North Central Texas region. | Carried Forward |
| Mobility Options | Public Transportation | TR3-012 | Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas. | Carried Forward |
| Mobility Options | Public Transportation | TR3-013 | Support the planning and development of sustainable land uses near at-grade high-speed rail station locations by coordinating with the cities' hosting stations. | Carried Forward |
| Mobility Options | Public Transportation | TR3-014 | Support investment of general-access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-001 | Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-002 | Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-003 | Priority funding consideration will be given to projects that meet the regional Intelligent Transportation Systems deployment initiatives as outlined in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture. | Carried Forward |

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| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
|------------------------|---|-----------|---|--|
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-004 | Intelligent Transportation Systems projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-005 | Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for Intelligent Transportation Systems and Transportation System Management and Operational Efficiency projects. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-006 | Integrate all traffic Operational Efficiency systems between public sector entities, including sharing of data and videos. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-007 | Operate, maintain, and optimize functionality across the design-life cycle of Intelligent Transportation Systems field devices and traffic signals. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operational Efficiency | TSMO3-008 | Projects with new signal construction and reconstruction of signals at intersections with configuration changes will include signal timing plans appropriate for the corridor. Additionally, if the signal is on a corridor with coordinated/synchronized signal operation, the timing plans are to be coordinated. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSC3-001 | Support integration of traffic management and emergency management centers through the sharing of data and video. | Carried Forward |
| Operational Efficiency | Transportation System Security | TSSC3-002 | Transportation System Security and Resiliency should be considered, and mitigation strategies put in place, during planning, engineering, construction, and operation stages of corridor implementation for roadway and transit Operational Efficiency, with emphasis on identified critical infrastructure or key resources affected by human-made or natural disasters. | Carried Forward |
| Operational Efficiency | Transportation System Security | TSSC3-003 | Identify regional transportation components of key resources and critical infrastructure and develop protective methodologies to reduce risk to assets from damage due to natural or human-implemented attacks. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-001 | Implementation of safety strategies in work zones consistent with industry best practices. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-002 | Development of safety information projects and partnerships with the Texas Department of Transportation, local governments, local police departments, and other organizations to encourage the sharing of regional/jurisdictional safety data (including, but not limited to, crash data, fatality data, and incident response and clearance time data). | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-003 | Implementation of programs, projects, and policies that assist in reducing roadway crashes in general and eliminating fatalities and serious injuries across all modes of travel toward zero deaths. (Vision Zero—the goal of eliminating traffic fatalities and severe injuries among all road users.) | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-004 | Implementation of roadway improvement strategies that assist in reducing wrong-way driving incidents consistent with regional and/or industry best practices. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-005 | Implementation of low-cost, systemic safety countermeasures and improvements that assist in reducing fatalities and serious injury crashes consistent with strategies outlined in the <i>Intersection Safety Implementation Plan for North Central Texas</i> , the <i>Regional Roadway Safety Plan</i> , the <i>Regional Strategic Plans for Pedestrian Safety and Bicycle Safety</i> , and other applicable safety-related plans that promote the implementation of safety countermeasures on the regional roadway system. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF3-006 | Implementation of a multiagency Traffic Incident Management Program that establishes a common and coordinated response to traffic incidents consistent with Regional Transportation Council Resolution R08-10, which is a resolution supporting a comprehensive, coordinated, interagency approach to traffic incident management in the North Central Texas region. It includes the implementation of programs and projects that aid in quick incident clearance and roadway crash mitigation. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-001 | The region will develop and implement data sharing best practices that are project- and outcome-focused, serve the public interest, and comply with privacy and cybersecurity requirements, without infringing upon private sector proprietary information requirements | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-002 | The region will support automated vehicle and related transportation technology deployments that advance the goals of Mobility Options 2050 by fostering public-private partnerships among local transportation authorities, technology developers, and commercial/industrial hubs. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-003 | The region will support consistent and high-quality maintenance and Operational Efficiency of its transportation system, including utilization of new technologies which offer a cost-efficient method of linking asset management to data collection. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-004 | The region will pursue its goal of becoming a "Region of Choice" by exploring emerging Mobility Options technologies, which offer new modes of transportation and those which enhance existing modes of transportation. | Carried Forward |

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| Chapter | Primary Topic/Area | Reference | Description | Status (New, Updated, Carried Forward) |
|------------------------|---|-----------|--|--|
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-005 | New transportation technologies must be deployed in a manner consistent with Mobility Options 2050 goals of providing the public with a transportation system that is equitable, protects the safety of all users, offers the public more travel options, is well maintained and operated, is environmentally responsible, and prepares the region for innovations in transportation and mobility infrastructure that will accelerate its future economic development. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-006 | The region will prepare for future innovations in both transportation and infrastructure by developing analytical tools capable of assessing traditional transportation projects against alternatives such as new technologies, C-V2X (connected vehicle-to-everything) innovations, more effective use of existing assets, and demand management tools. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-007 | The region will work with educational institutions at all levels to develop workforce training solutions to prepare area residents for job opportunities in the emerging transportation technologies sector, to pursue funding opportunities, and to support deployments of automated vehicles and other emerging transportation technologies. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT3-008 | The region will prioritize the safety of all transportation system users in and through the deployment of emerging modes of transportation, such as e-scooters, e-bikes, automated vehicles, and delivery robots, through the use of strategic technology, design, and policy solutions. | Carried Forward |

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| Mobility 2050 Programs | | | | | |
|------------------------------|------------------------|-----------|---|--|--|
| Chapter | Primary Topic/Area | Reference | Title | Description | Status (New, Updated, Carried Forward) |
| Environmental Considerations | Air Quality | AQ2-002 | Air Quality Initiatives: Grants Program | Pursue competitive grants and provide financial support to local stakeholders in transitioning to the cleanest available transportation technologies. | New* |
| Environmental Considerations | Air Quality | AQ2-004 | Performance Measurement Frameworks Program | Support and implement new performance measurement frameworks that further the implementation of performance-based transportation planning processes. | New* |
| Environmental Considerations | Air Quality | AQ2-005 | Regional Air Quality Monitoring Program | Pursue federal, state, and local funding opportunities, including grants; develop collaboration that includes local governments, technology companies, and industry leaders; create recommended regional monitoring technology standards; and build/maintain public-facing online platform to display real-time air quality data collected from monitors. | New* |
| Environmental Considerations | Air Quality | AQ2-006 | Regional Scrap Tire Abatement Program | Program to mitigate scrap tire issue by developing measures to prevent illegal dumping and promote clean-up: to include collaboration with local governments, agencies, and private partners to facilitate the proper disposal of waste tires, educate on proper tire disposal practices, and assist in waste tire cleanup efforts; support local governments in collecting and properly disposing of old tires, educate the public on scrap tire waste, and promote the proper disposal of waste tires; engage with local governments to determine the current size and scope of the issue, including an assessment of current scrap tire waste policies and efforts across the region and the health implications associated with waste tires; host a regional scrap tire task force to encourage regional collaboration; legislative review and recommendations; partnerships with stakeholders to determine preventive and proactive waste tire measures; carry out scrap tire collection events; public outreach and education campaign; work with local tire shops to determine best course of action and streamline the tire disposal process; fundraising events | New* |
| Environmental Considerations | Clean Fuels and Energy | CF2-001 | Alternative Fuel Infrastructure Development Program | Planning and deployment of alternative fuel refueling or recharging infrastructure enables adoption of lower-emissions alternative fuel vehicles by increasing availability of fueling infrastructure. Emphasis is placed on the fuel types that most enable reduced emissions, particularly hydrogen and electric charging, as those fuels enable zero-emissions vehicles. Includes collaboration with local governments, utilities, and businesses, regional planning, project implementation, and pursuit of funding opportunities to support infrastructure development. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF2-002 | DFW Clean Cities Coalition | Reduce transportation energy use and improve air quality by providing guidance to fleets, drivers, and other stakeholders on alternative fuel and low-emitting vehicles/technologies, clean vehicle refueling infrastructure, and best practices around transportation-energy integration. Efforts include hosting educational events, ride-and-drives, facilitating working groups, supporting fleets in alternative fuel transition planning, and monitoring alternative fuel vehicle usage through an annual survey. Includes pursuit of funding as needed. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF2-003 | Technology Demonstration and Deployment | Support the demonstration and/or implementation of alternative fuel and low-emitting vehicles, infrastructure, and other emerging transportation technologies to improve air quality, including participation with local, regional, state, and private stakeholders. Includes pursuit of funding as needed. | New* |
| Environmental Considerations | Clean Fuels and Energy | CF2-004 | Energy Efficiency and Resilience Planning | Initiatives to increase energy efficiency and resilience related to transportation fuels, particularly regarding transportation electrification. Includes efforts to reduce energy consumption, support development of transportation fuels from renewable or waste feedstocks, and work to minimize negative electric grid impacts associated with transportation electrification. Involves coordination with a variety of community stakeholders, including local governments, utilities, and businesses. Includes pursuit of funding as needed. | New* |

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|------------------------------|---|-----------|---|--|--|
| Operational Efficiency | Sustainable Development | SD2-005 | Parking Management Program | The Regional Parking Management Tools and Strategies administers and oversees the implementation and development of data driven parking management tools, plans, and strategies, and provides technical assistance to support management and programing of efficient parking at various locations within the Dallas-Fort Worth region. | New* |
| Mobility Options | Public Transportation | TR2-004 | Local Technology Corridors Program | The projects in the program include utilizing innovative transit technology to establish or enhance high-capacity transit corridors through infrastructure, service, and vehicle improvements. This is in an effort to strengthen transit ridership and transit supportive development along key local corridors. | New* |
| Regional Performance | Policy Bundle | PB2-001 | Policy Bundle | The Regional Transportation Council (RTC) will utilize mechanisms to support the adoption and implementation of a selection of policies identified in the Metropolitan Transportation Plan and aligned with RTC direction. Periodically, NCTCOG will solicit invitations to participate to local governments, transit authorities, and other transportation partners. | New* |
| Environmental Considerations | Air Quality | AQ2-001 | Air Quality Initiatives: Conventional Vehicle and Equipment Emissions Reduction | Initiatives to reduce emissions from conventionally fueled (diesel, gasoline, others) consumer and commercial vehicles. Provide technical assistance, education, and best practices, and/or share and collect data to support local governments, state and federal entities, businesses, and other community stakeholders to facilitate deploying, operating, and maintaining lowest-emissions and efficient vehicles and technologies. | Updated |
| Environmental Considerations | Air Quality | AQ2-003 | Air Quality Technical Planning and Analysis | Responsibility for air quality planning of Transportation Conformity, detailed forecasted emission inventories for inclusion into the State Implementation Plan, and technical air quality analyses to support emission reductions within the region. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Includes pursuing funding as needed. | Updated |
| Environmental Considerations | Clean Fuels and Energy | CF2-005 | Community-Readiness for Clean Technology | Implementation of initiatives that can influence deployment of and readiness for adoption of the lowest emissions and highest efficiency technologies through measures such as policies, contractual or regulatory measures, training, or workforce development activities. Involves collaboration with various stakeholders, including local governments, utilities, colleges, technical schools, and businesses. Includes pursuing funding as needed. | Updated |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-003 | University Partnerships to Promote Emerging Technologies | The North Texas Center for Mobility Options Technologies brings coordinated expertise of Dallas-Fort Worth research universities to tackle Mobility Options technology challenges across Texas, nationally, and globally. | Updated |
| Mobility Options | Aviation | AV2-001 | Aviation Surface Access Planning | The purpose of the program is to identify, analyze, and improve surface access to regional aviation facilities, including analyzing future aviation scenarios to assess impacts on surface transportation in the region. | Carried Forward |
| Mobility Options | Aviation | AV2-002 | Data Collection and Performance Tracking | The purpose of the program is to collect data and monitor aviation trends in the region related to air passenger volumes, air cargo activity, average daily operation, accident history, airspace capacity, and travel times to major commercial airports. This will be done regionally and may also be done at points of interest throughout the region. | Carried Forward |
| Mobility Options | Aviation | AV2-003 | Continuous Aviation System Planning | The purpose of the program is to continuously monitor and implement recommendations from past system planning efforts, including items such as the continuation of the Air Transportation Advisory Committee, coordination with the FAA, continued involvement and outreach with the aviation community, updating regional aviation forecasts, and performing demand analyses. | Carried Forward |
| Mobility Options | Aviation | AV2-004 | Encroachment Prevention and Compatible Land-Use Planning | The purpose of the program is to promote compatible land use around regional aviation facilities through coordination and planning efforts such as model ordinance planning, airport overlay zoning, airport height restrictions, airspace protection through local control, and public awareness and outreach. | Carried Forward |

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| Chapter | Primary Topic/Area | Reference | Title | Description | Status (New, Updated, Carried Forward) |
|-----------------------|-----------------------|-----------|---|--|--|
| Mobility Options | Aviation | AV2-005 | Integrated Aviation Education System | The purpose of the program is to generate interest in aerospace and aviation careers: review existing national and regional gap analyses, evaluate national and regional industry needs and supply, recommend regional aviation curriculum, develop public outreach plans, and connect students with aviation programs and schools. | Carried Forward |
| Mobility Options | Aviation | AV2-006 | Coordination of Uncrewed Aircraft Systems | The purpose of the program is to coordinate efforts to ensure uncrewed aircraft can operate safely in North Texas: manage the North Texas Uncrewed Aircraft Systems Safety and Integration Initiative, work with municipalities, first responders, and transportation partners; develop frameworks and guidance; monitor types of uncrewed aircraft activities authorized by the FAA; and explore applications of uncrewed aircraft systems. | Carried Forward |
| Mobility Options | Aviation | AV2-007 | Air Taxi and Air Cargo Corridor Identification and Demand Determination | The purpose of this program is to investigate and report on viable air taxi and uncrewed aircraft systems operational corridors: work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals; develop framework and guidance; explore potential users; explore applications of air taxis and uncrewed aircraft cargo delivery; develop a set of possible corridor activities; and investigate and report possible demand forecasts for Advanced Air Mobility Options in the NCTCOG region. | Carried Forward |
| Mobility Options | Aviation | AV2-008 | Scaling Advanced Air Mobility Options Pilot Ecosystems to Other Metroplex Locations | The purpose of this program is to ensure the Uncrewed Aircraft Systems Pilot Program ecosystem is in a scalable form to allow easier growth and integration for surrounding communities: work with municipalities, partners, regulators, FAA, and industry professionals; develop scalable infrastructure and model; develop specifications and recommendations; and develop preferred layouts. | Carried Forward |
| Mobility Options | Aviation | AV2-009 | Test Multimodal Integration and Proof of Concept for Air Taxis into the Dallas-Fort Worth Metroplex | The purpose of this program is to use current helicopter technology to conduct air taxi operations throughout the Dallas-Fort Worth metroplex in order to prove the concept of using eVTOL in the future: work with municipalities, Bell Textron, regulators, FAA, and industry professionals; develop proof of concept; develop standard operating procedures; develop location standards; final reports; and an application. | Carried Forward |
| Mobility Options | Aviation | AV2-010 | Development of a Scalable Vertical Mobility Options Public Engagement Program | The purpose of this is to establish a public engagement program for uncrewed aircraft systems/advanced air Mobility Options integration that is scalable: work with public information offices, develop public engagement program, partner with communications officers, develop standards, and develop a final report. | Carried Forward |
| Mobility Options | Active Transportation | BP2-001 | Active Transportation Planning and Design | The Active Transportation Planning and Design Program consists of plans, studies, policies, laws/legislation, and data collection/analysis to support multimodal transportation networks and context-sensitive facilities. | Carried Forward |
| Mobility Options | Active Transportation | BP2-002 | Active Transportation Network Implementation | The Active Transportation Accessibility and Safety Program consists of funding and implementing bicycle and pedestrian projects, completing linkages with other modes of transportation, enhancing safety, and improving accessibility for disadvantaged populations | Carried Forward |
| Mobility Options | Active Transportation | BP2-003 | Active Transportation Education and Outreach | The Education and Outreach Program includes activities to improve safety, reduce crashes and fatalities, raise awareness, and promote healthier communities. | Carried Forward |
| Social Considerations | Nondiscrimination | EJ2-001 | Health Accessibility Program | More than two million North Central Texas residents live in areas with low incomes and low access to healthy and nutritious food. These residents also may experience low access to medical care and infrastructure that supports active transportation. This lack of access can produce health disparities for low-income residents. The Health Accessibility Program will utilize community engagement and informal partnerships to identify and support transportation solutions that address accessibility issues that can lead to health disparities in low-income communities. | Carried Forward |

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|------------------------|-------------------------|-----------|--|---|--|
| Mobility Options | Freight | FP2-001 | Data Collection | Data will be collected for the region and particularly for areas with high freight traffic and freight facilities. Capital improvement needs will be documented as well. The data will also be used to help determine where potential freight system issues may arise and help to create projects addressing these issues. It will also be used in outreach to elected officials and policy-makers to portray freight's importance to the region. | Carried Forward |
| Mobility Options | Freight | FP2-002 | Freight System/Network Planning | This program includes various regional freight planning efforts and studies related to the regional freight system, including safety, freight rail, freight routes, and hazardous materials routing. This program will be realized through taking the following actions: safety - Increase public and freight operator's safety through education and projects. Freight Rail - Continue various regional rail planning efforts, including complete the regional rail study and implement recommendations, railroad crossing banking program, railroad safety education program, railroad crossing quiet zone planning, railroad crossing reliability partnership program. Freight Routes - Identify, analyze, and improve freight routes, including innovative solutions; develop and keep critical urban freight corridors up to date; bottleneck removal projects; new tech; improve truck parking availability; infrastructure improvements on primary and secondary freight networks and local truck routes; first/last mile access improvements; operational improvement; implement projects to enhance network connectivity; and hazardous materials routing. | Carried Forward |
| Mobility Options | Freight | FP2-003 | Freight Outreach Activities | Outreach activities will increase the understanding of freight's importance to the region and long-term freight planning to the public, industry professionals, and decision-makers. | Carried Forward |
| Mobility Options | Freight | FP2-004 | North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT MOVES) | The program resolves long-standing congestion issues by working with both public and private rail sectors to help identify and resolve rail bottlenecks and operational issues within the North Central Texas region. | Carried Forward |
| Mobility Options | Freight | FP2-005 | Land-Use Planning | The purpose of this program is to help create safer and more efficient freight centers. | Carried Forward |
| Mobility Options | Roadway | RD2-001 | Non-Regionally Significant Arterial Program | Mobility Options 2050 identifies funding for arterial improvements to be committed to the Non-Regionally Significant Arterial Program as reflected in the financial component of the plan. The timing for construction and identification of specific funding sources for each facility is on a quarterly basis in conjunction with development of the Transportation Improvement Program project programming process. | Carried Forward |
| Mobility Options | Roadway | RD2-002 | Asset Optimization Program | Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed using lower-cost operational and bottleneck-based capacity strategies that are quicker to implement than higher-cost general capacity expansion projects. These strategies may include, but are not limited to, access management; new traffic signals and/or corridor timing controllers; Transportation Demand Management measures; roadway restriping; transportation system management techniques; access ramp and interchange reconfiguration; peak use lanes; intersection turn lanes; frontage roads; auxiliary lanes, collector-distributor lanes, and parallel roadway improvements. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD2-001 | Land Use-Transportation Connections Program | As land uses impose demands on the transportation system, both systems need to be planned in conjunction with each other. Land uses, when sustainably integrated, have dynamic effects on trip generation and air quality because the clustering of land uses in close proximity decreases the need for an automobile to access the uses. This program supports regional coordination for the integration of land-use practices and transportation investments. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD2-002 | Community Schools and Transportation Program | The Regional Transportation Council approved a school policy in 2013 to promote coordination in the region between municipalities and independent school districts located within the Metropolitan Planning Area. By addressing current school siting trends and promoting safe routes to walk and bicycle to school, this program takes a holistic approach to addressing traffic congestion, air pollution, and safety around schools across the region. | Carried Forward |

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|------------------------------|------------------------------|-----------|--|---|--|
| Operational Efficiency | Sustainable Development | SD2-003 | Transit-Oriented Development Program | Transit-oriented development is a style of planning and development that encourages pedestrian activity with a mix of higher density employment, housing, and commercial land uses within a half-mile walking distance of a passenger rail station. This program will build on the North Central Texas Council of Governments' investment in transit station areas. | Carried Forward |
| Operational Efficiency | Sustainable Development | SD2-004 | Sustainable Development Funding Program | The Sustainable Development Funding Program is one of the best examples of regional programs supporting livability principles in the region, state, and country. The North Central Texas Council of Governments held Sustainable Development calls for projects in 2001, 2006, 2010, and 2018. A total of 65 infrastructure projects, 20 planning projects, and 2 land banking projects were funded through the program. | Carried Forward |
| Environmental Considerations | Streamlined Project Delivery | SPD2-001 | Hazard Vulnerability and Resilience Strategies | Incorporate resilience into the transportation planning and asset management processes through resilience studies, workshops, plans, and coordination. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM2-001 | Regional Trip Reduction Program | The Regional Trip Reduction Program is an educational program designed to reduce employee commute vehicle trips through the promotion and implementation of Travel Demand Management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit use, bicycling, and walking. Historically it has been a cooperative program between the North Central Texas Council of Governments, Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority, and other public- and private-sector organizations. The North Central Texas Council of Governments is the lead agency in promoting the program and educating employers on the benefits of establishing an employer-specific program. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM2-002 | Regional Vanpool Program | The Regional Vanpool Program is a Travel Demand Management strategy implemented in the Dallas-Fort Worth region to reduce single-occupant vehicle travel on the roads and help improve air quality in our region. The program provides a shared-ride alternative to single-occupant vehicle travel for commuters traveling long distances and/or in areas with limited or no fixed-route service. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM2-003 | Park-and-Ride Facilities | Park-and-ride facilities are an element of our regional Travel Demand Management Program. Park-and-ride facilities serve as collection areas for people transferring to higher-occupancy vehicles, thus reducing congestion and vehicle emissions. The facilities are often located and designed to serve bus or rail transit, but many are used by carpoolers and vanpoolers as well. | Carried Forward |
| Operational Efficiency | Travel Demand Management | TDM2-004 | Transportation Management Associations | Transportation Management Associations are private and public-private organizations that implement congestion mitigation strategies and work together on local transportation issues. Many are incorporated, nonprofit organizations; they tend to be membership organizations made up of employers, developers, building owners, and local government representatives. Most Transportation Management Associations are located in areas of dense employment and focus on the Travel Demand Management programs of public and private employers. | Carried Forward |
| Mobility Options | Public Transportation | TR2-001 | State and National Transit Connections Program | This program includes public transportation service, including high-speed rail, linking the North Central Texas region to neighboring regions and the State of Texas. | Carried Forward |
| Mobility Options | Public Transportation | TR2-002 | Regional Connections: Next Generation Transit Program | This program includes a broad range of innovative bus and rail services and concepts as part of the region's robust transit network. The program includes, but is not limited to, high-intensity bus/guaranteed transit, stacked commuter rail and special event rail, intercity bus and rail, and magnetic levitation. | Carried Forward |
| Mobility Options | Public Transportation | TR2-003 | Transit Enhancements and Mobility Options Improvements Program | The diverse projects in the program include improvements to safety and security, capacity, operations, technology, and accessibility that increase the efficiency of the region's transit system and support transit as a mode of choice for the region's residents and visitors. | Carried Forward |

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|------------------------|---|-----------|--|---|--|
| Mobility Options | Public Transportation | TR2-005 | Community Access Transit Program | This program includes demand-response public transportation services that link people to employment and job training, community services, life-saving medical care, and life-enriching activities. It also incorporates federal programs that support community access transit, including job access and reverse commute under the Urbanized Area Formula Program and the Enhanced Mobility Options of Seniors and Individuals with Disabilities Program. | Carried Forward |
| Mobility Options | Public Transportation | TR2-006 | Last-Mile Transit Connections Program | This program includes transit services that provide local access and circulation to connect travelers to their destinations, including local bus, circulators, streetcar, and people movers. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO-010 | Advanced Public Transportation System Implementation Program | The Advanced Public Transportation System supports the efficiency, flexibility, and competitiveness of non-single-occupant vehicle transportation options. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO-011 | Intelligent Transportation Systems Interoperability Program | Intelligent Transportation Systems interoperability includes center-to-center plug in, which focuses on prioritized data exchange for the cities and the region, and fiber-optic network communications sharing as recommended by the Interagency Communications Study and consistent with the North Central Texas Regional Intelligent Transportation Systems Architecture. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO-012 | Arterial Grade Separation Program | Grade separations to improve traffic flow operation on arterials and at intersections. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-001 | Intersection Improvement Program | Infrastructure improvements such as turning lanes, grade separations, pavement striping, signage and lighting, bus turnouts, and channelization of traffic can greatly improve traffic flow operation on arterials and at intersections. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-002 | Signal Improvement Program | Traffic signal improvements such as signal timing optimization, signal hardware upgrade, and system interconnection. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-003 | Bottleneck Improvement Program | Include usage of a short section of shoulder as an additional travel lane, restripe merge or diverge areas to better serve demand, reduce lane widths to add a travel and/or auxiliary lane, modify weaving (add collector-distributor or through lanes), meter or close entrance ramps, improve traffic signal timing on arterials, high-occupancy vehicle lanes, or reversible lanes. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-004 | Special Events Management Program | Interagency program to identify special events and develop and implement congestion mitigation strategies (Transportation System Management, Intelligent Transportation Systems, and Travel Demand Management). Analyze the usage of transportation facilities such as high-occupancy vehicles during special events. Some of these strategies include roadway signage, purchase or rental of portable dynamic message signs to direct traffic, additional staff to man operations centers, moveable barriers to separate traffic, increased use of transit vehicles, parking management, and other strategies as identified. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-005 | Bottleneck Program for Regional Corridors | The removal of key regional roadway improvements from the Metropolitan Transportation Plan may create bottlenecks at interfaces with implemented projects. Other isolated locations of severe congestion may also be identified for needed expansion. These congested locations will be reviewed and potentially recommended for some form of improvement as part of a strategic bottleneck removal program. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-006 | Intelligent Transportation Systems Implementation Program | Intelligent Transportation Systems improvements such as field devices, communication, central operating systems, Traffic Management Centers, and other elements contribute to optimizing the operational efficiency of the transportation system. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-007 | Regional Intelligent Transportation Systems Architecture Program | Intelligent Transportation Systems consistency with National/Regional Intelligent Transportation Systems Architecture is required for Intelligent Transportation Systems project implementation. | Carried Forward |

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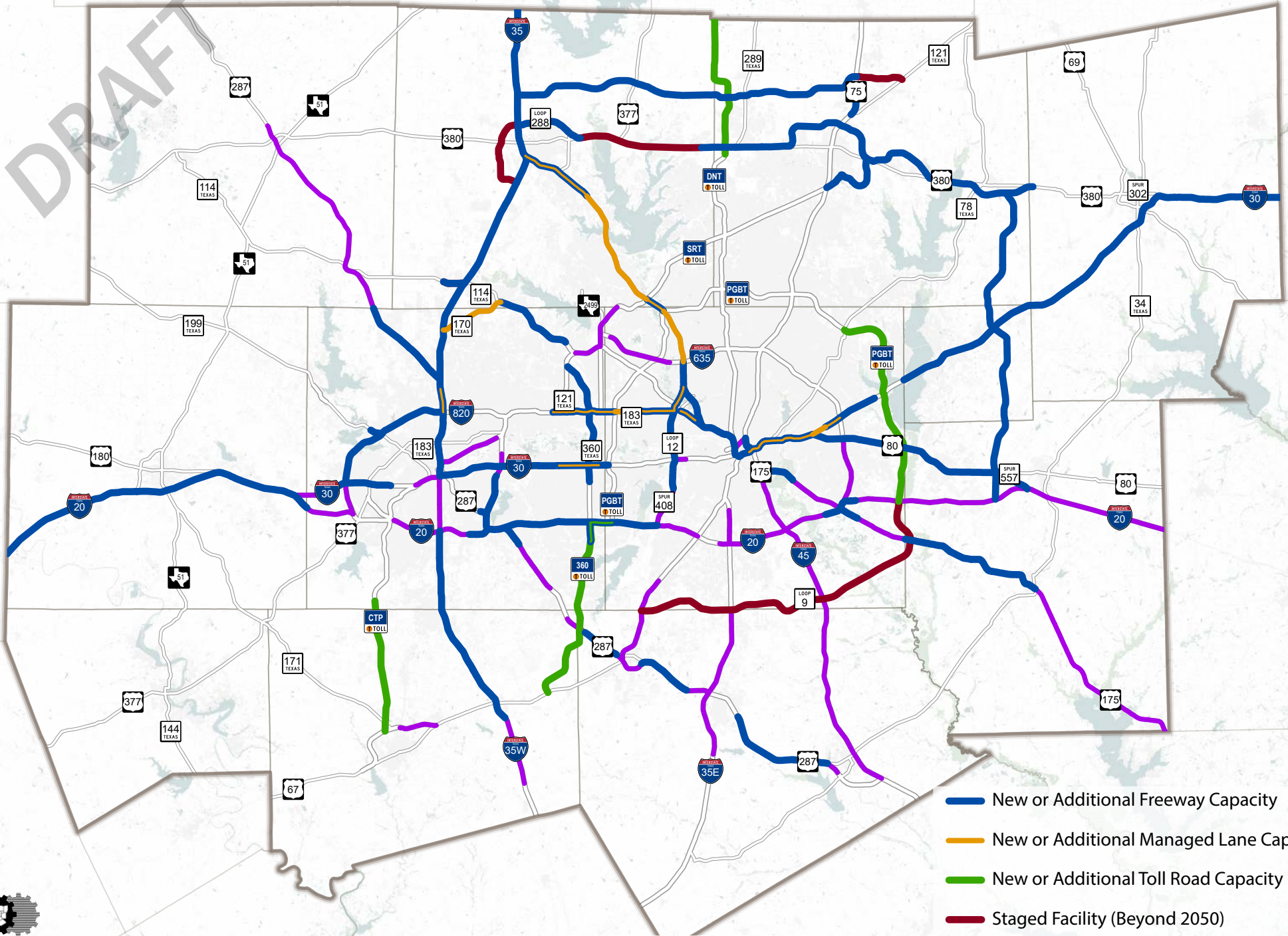
| Chapter | Primary Topic/Area | Reference | Title | Description | Status (New, Updated, Carried Forward) |
|------------------------|---|-----------|---|---|--|
| Operational Efficiency | Transportation System Management and Operations | TSMO2-008 | Advanced Traveler Information System Implementation Program | The Advanced Traveler Information System supports future personal, public, and freight transportation systems in the region. | Carried Forward |
| Operational Efficiency | Transportation System Management and Operations | TSMO2-009 | Advanced Traffic Management System Implementation Program | The Advanced Traffic Management System supports travel efficiency measures and system enhancements targeted at congestion reduction. | Carried Forward |
| Operational Efficiency | Transportation System Security | TSSC2-001 | Transportation System Security Improvements, Expansions, Management, and Operations | Real-time emergency management support and coordination for incident management, disaster response and evacuation, security monitoring, and other security and public safety-oriented Intelligent Transportation Systems applications. | Carried Forward |
| Operational Efficiency | Transportation System Security | TSSC2-002 | Transportation Security Education and Training | The Transportation Department is working closely with the North Central Texas Council of Governments' Emergency Preparedness Department and other agencies in the region to establish procedures for using transportation resources in response and recovery efforts during an incident, including, but not limited to, transportation for evacuees. Transportation support entails utilizing and/or providing land, air, rail, or other resources for emergency response or assistance operations, as well as coordinating resources to facilitate an effective, efficient, and appropriate response/support. The purpose of this project is to coordinate and organize transportation resources for local and county agencies in preparing for, responding to, and recovering from incidents that impact the citizens of the region. | Carried Forward |
| Operational Efficiency | Transportation System Security | TSSC2-003 | Regional Response Plan Development | Development, coordination, and support for regional response, evacuation, and emergency distribution planning. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF2-001 | Traffic Incident Management Program | The goal of the Traffic Incident Management Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in North Central Texas. Specific courses have been designed for both first responders and managers, and executive-level policy-makers. Each course explains the goals, objectives, and benefits of multiagency incident management coordination and training. Students are eligible for Texas Commission on Law Enforcement, Fire Commission, and Department of State & Health Services, Emergency Medical Services Continuing Education Unit. This program also includes the implementation of a multiagency Traffic Incident Management Program that establishes a common and coordinated response to traffic incidents consistent with Regional Transportation Council Resolution R08-10, which is a resolution supporting a comprehensive, coordinated, interagency approach to Traffic Incident Management in the North Central Texas region. Additionally, the program includes the implementation of projects, activities, technologies, and working groups that will reduce incident response and clearance times for roadways; and best practices and technologies that aid in quick incident clearance and roadway crash mitigation. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF2-002 | Regional Roadway Safety Assistance Patrol Program | The goals of the regional Roadway Safety Assistance Patrol Program are to improve safety and assist in the alleviation of congestion on area highways/freeways in the North Central Texas region. The Roadway Safety Assistance Patrol Program aids stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately get the vehicles operating or off the facility completely. Assistance is provided free of charge to the motorist. Services include assisting with flat tires, stalled vehicles, and minor accidents. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF2-003 | Regional Safety Information System | The Regional Safety Information System is a centralized database for regional traffic crash information. This system provides the ability to determine the most prevalent types of fatal, injury, and property damage crashes stratified by type of roadway and to identify locations with above-average crash histories. | Carried Forward |

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|------------------------|---|-----------|--|---|--|
| Operational Efficiency | Transportation System Safety | TSSF2-004 | Safety Education and Training Program | Initiate transportation safety education and training courses. | Carried Forward |
| Operational Efficiency | Transportation System Safety | TSSF2-005 | Roadway Safety Improvement Program | Implement low-cost, systemic safety countermeasures and improvements that assist in reducing fatalities and serious injury crashes consistent with strategies outlined in the <i>Intersection Safety Implementation Plan for North Central Texas</i> , the <i>Regional Roadway Safety Plan</i> , the <i>Regional Strategic Plans for Pedestrian Safety and Bicycle Safety</i> , and other applicable safety-related plans that promote the implementation of safety countermeasures on the regional roadway system. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-001 | Automated / Connected Vehicles | The Transportation Technology Innovation Program follows in the footsteps of previous work and shares the DNA of preparing for the future of transportation by improving conditions for drivers and transit users today. The initial period of the Transportation Technology Innovation Program's work is split into AV1.0 (Automated Vehicles 1.0) and AV2.0. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-002 | Freight Optimization | The freight sector has emerged as a key automated vehicles sector and North Central Texas is a center of development. A number of firms that have automated long-distance freight transportation have operations hubs in the region. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-004 | Connected Vehicle Data for Operations | An entire ecosystem of connected vehicle data technology is springing up as automated vehicles continue to develop. These data platforms extend far beyond automated vehicle applications, however, to include open-source mapping, incident reporting, and vehicle/driving behavior. Asset management technologies can now use artificial intelligence and video-based platforms to monitor, catalogue, and assess pavement conditions and roadway furniture. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-005 | Emerging Transportation Technology Deployments | Vital to the successful implementation and safe deployment of new technologies is a well-prepared workforce. This ranges from top-tier research capabilities to high-skill mechanical and service trades which will be needed to support innovation and growth. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-006 | Workforce Development | Continuation of AV2.2/2.3 but encompassing a wider range of vehicle types. | Carried Forward |
| Operational Efficiency | Connected/Automated Vehicles and Technologies | TT2-007 | Innovation Grants for Local Partners | The Transportation Technology Innovation Program follows in the footsteps of previous work and shares the DNA of preparing for the future of transportation by improving conditions for drivers and transit users today. | Carried Forward |

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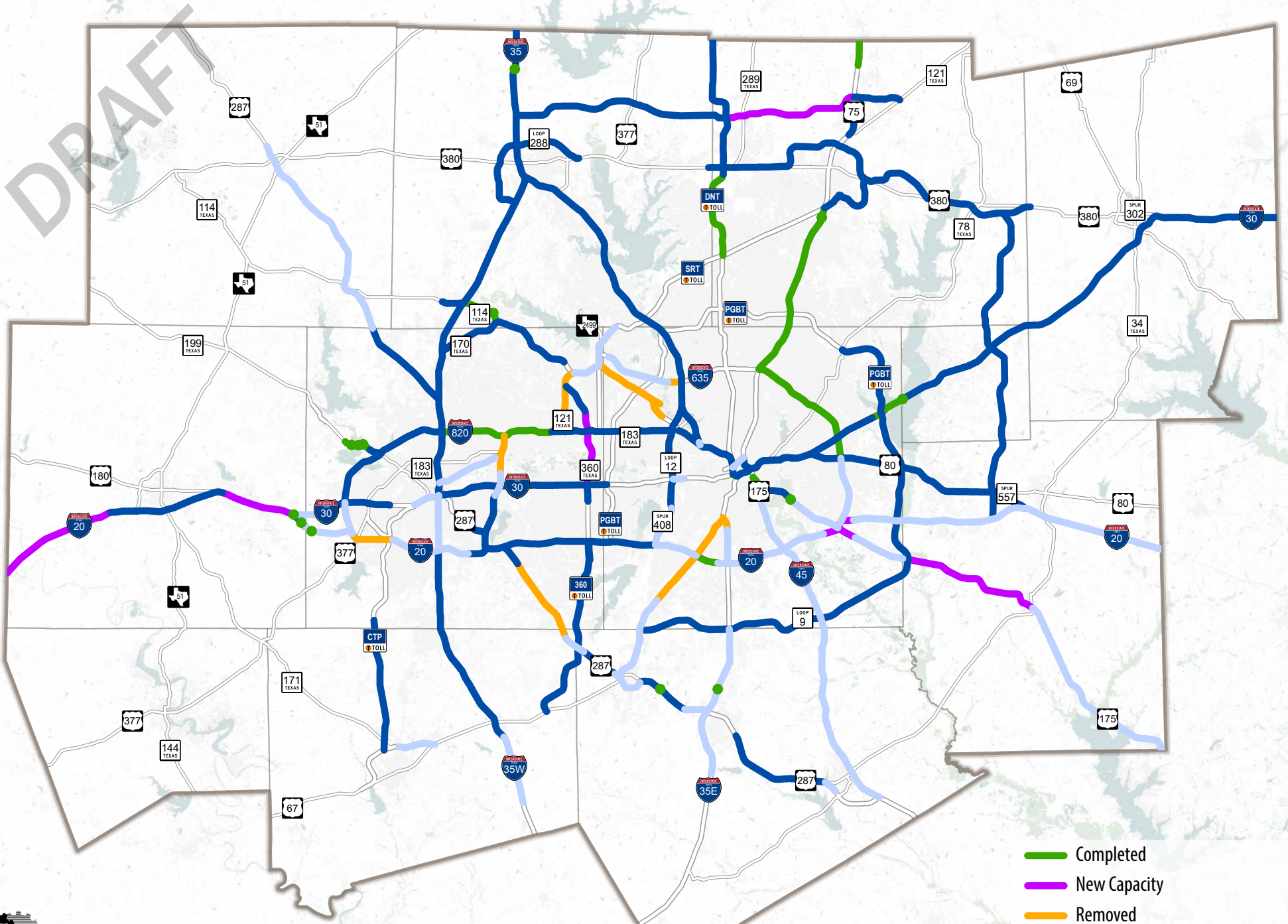
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ELECTRONIC ITEM 5.4

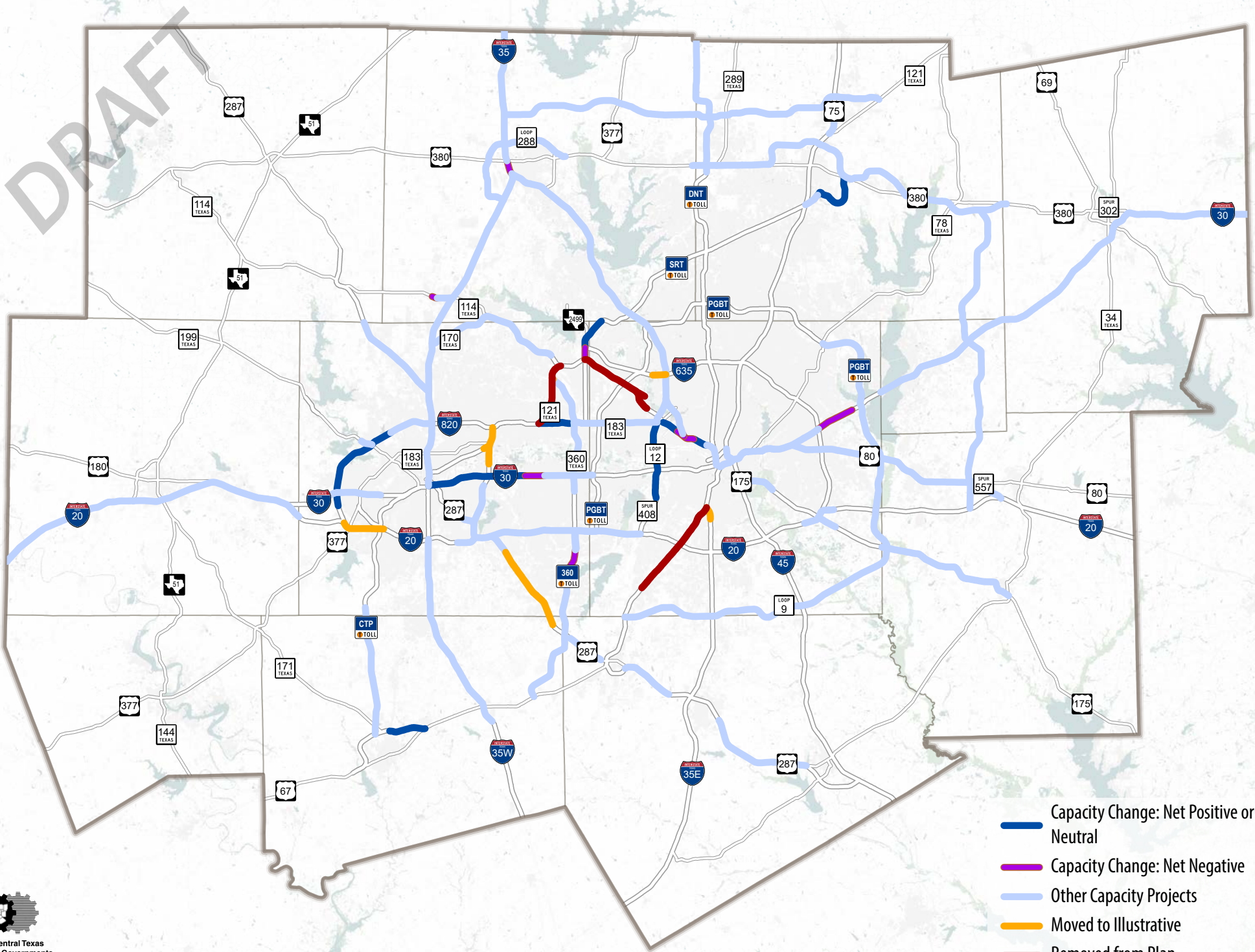
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Beyond 2050)
- Asset Optimization

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

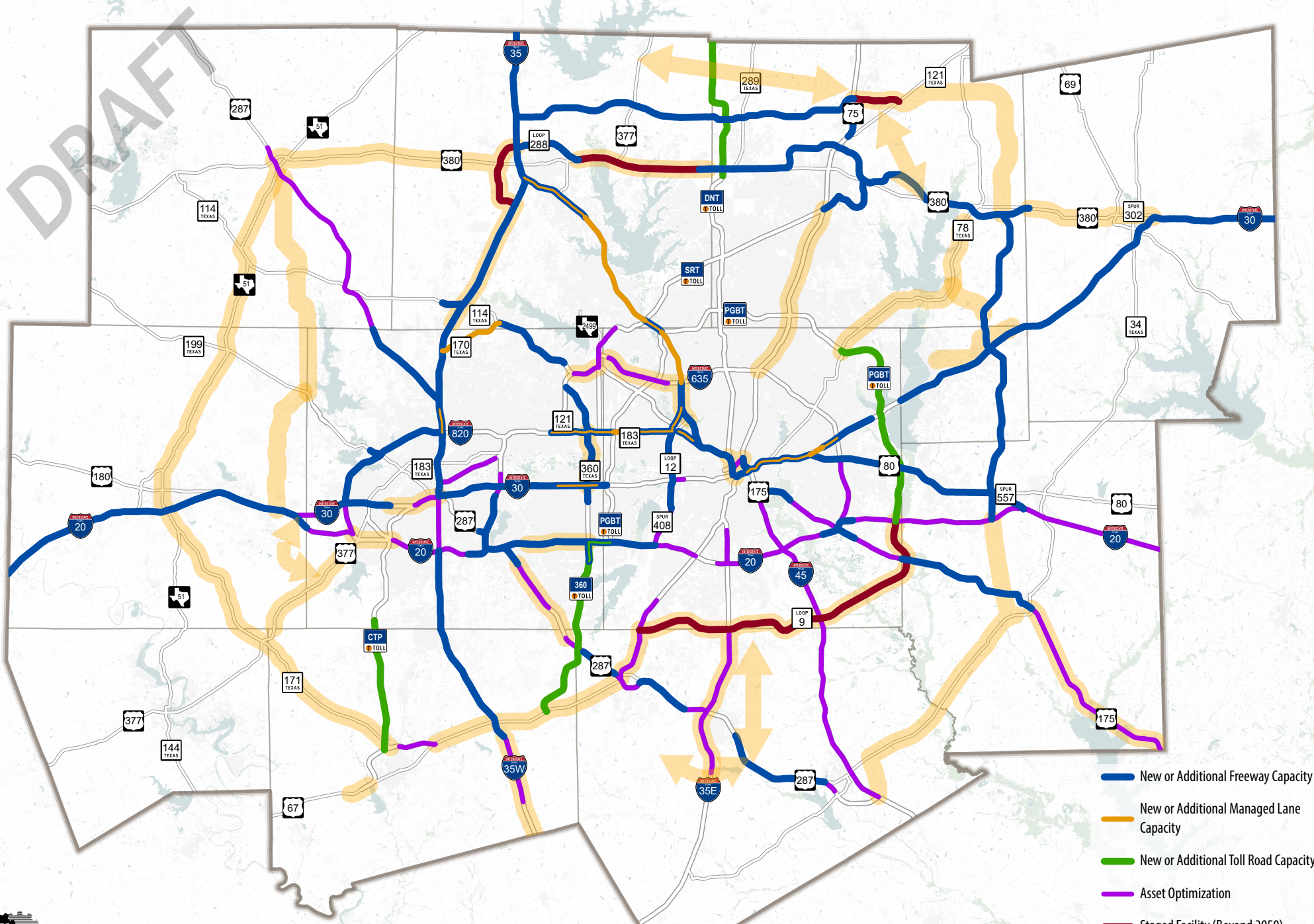


- Completed
- New Capacity
- Removed
- Carry-Over: Capacity
- Carry-Over: Asset Optimization

Removed and Carry Over: Capacity categories are more fully described in the Changes to Recommendations: Changes by Type map.



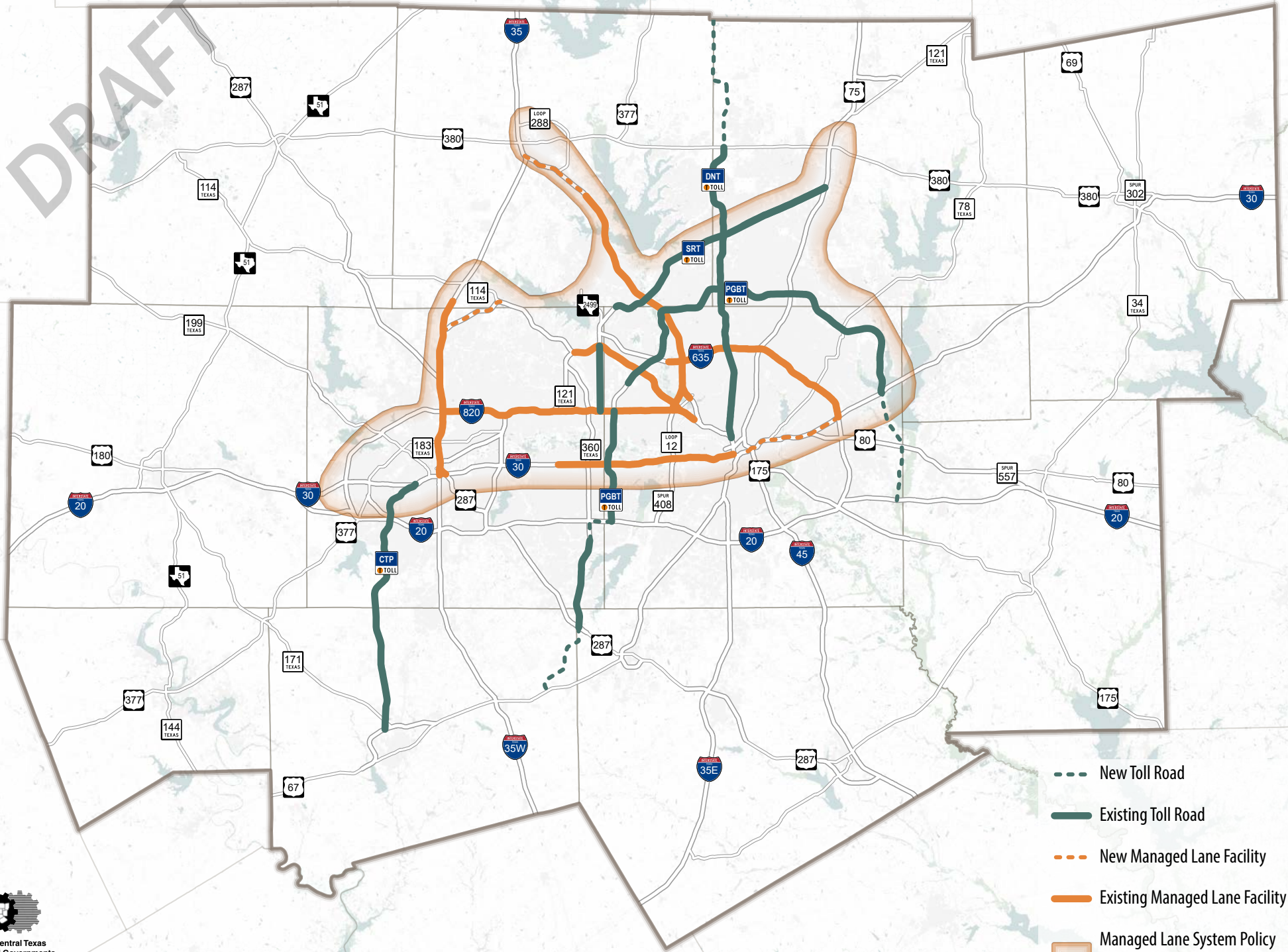
Major Roadway Recommendations and Roadway Corridors for Future Evaluation MOBILITY2050



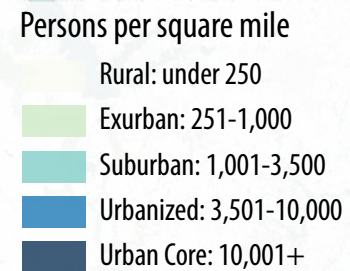
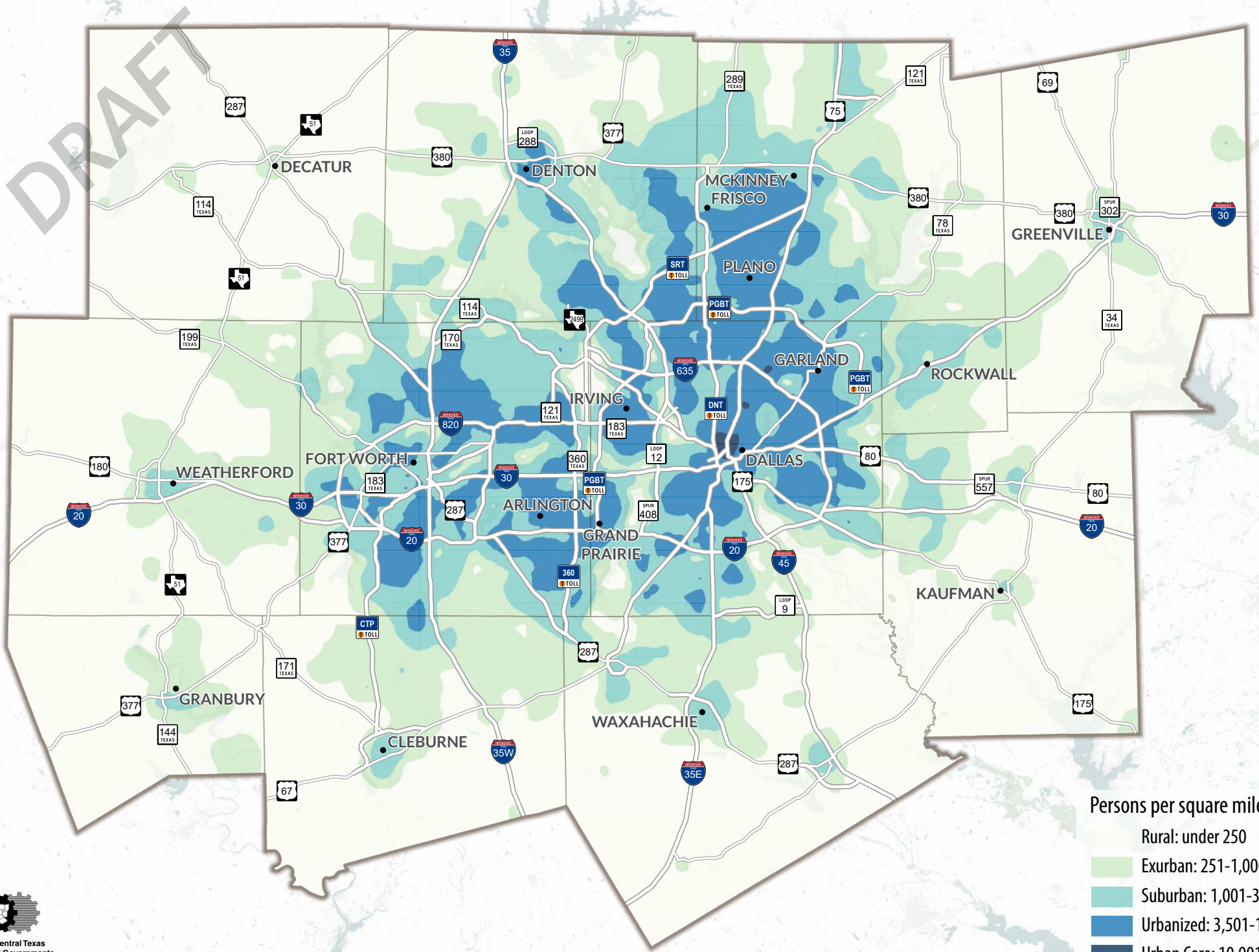
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Asset Optimization
- Staged Facility (Beyond 2050)
- Roadway Corridors for Future Evaluation

Denoted Roadway Corridors for Future Evaluation illustrate needs for further analysis to determine potential capacity improvements along identified corridors, including review of alternative locations and parallel capacity.

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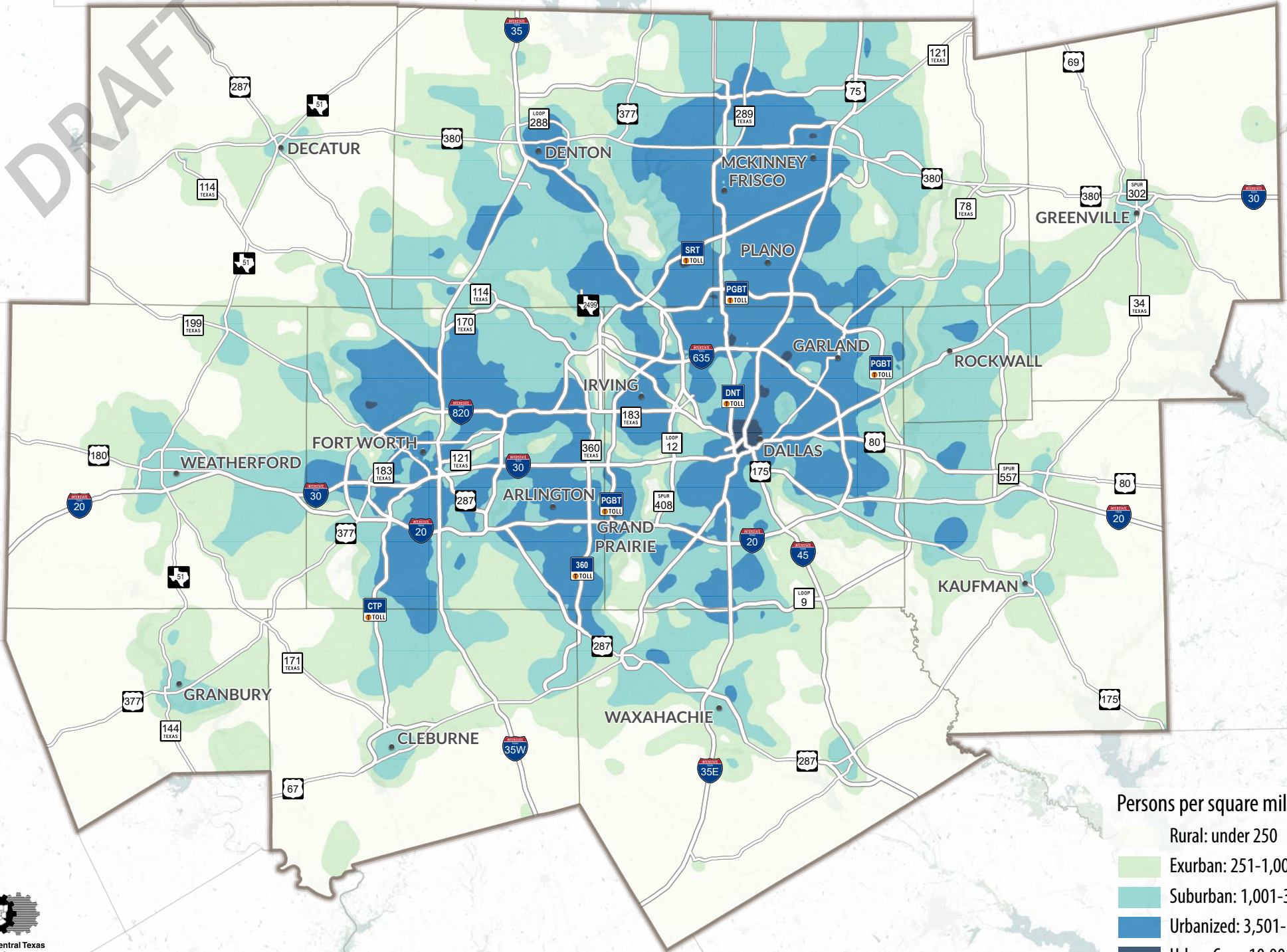


- - - New Toll Road
- Existing Toll Road
- - - New Managed Lane Facility
- Existing Managed Lane Facility
- Managed Lane System Policy Boundary



Density is calculated as the number of persons (population) divided by square miles.

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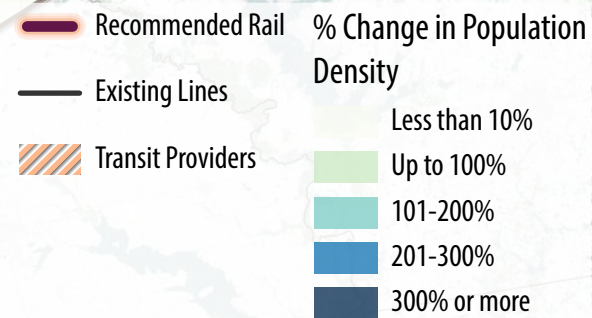
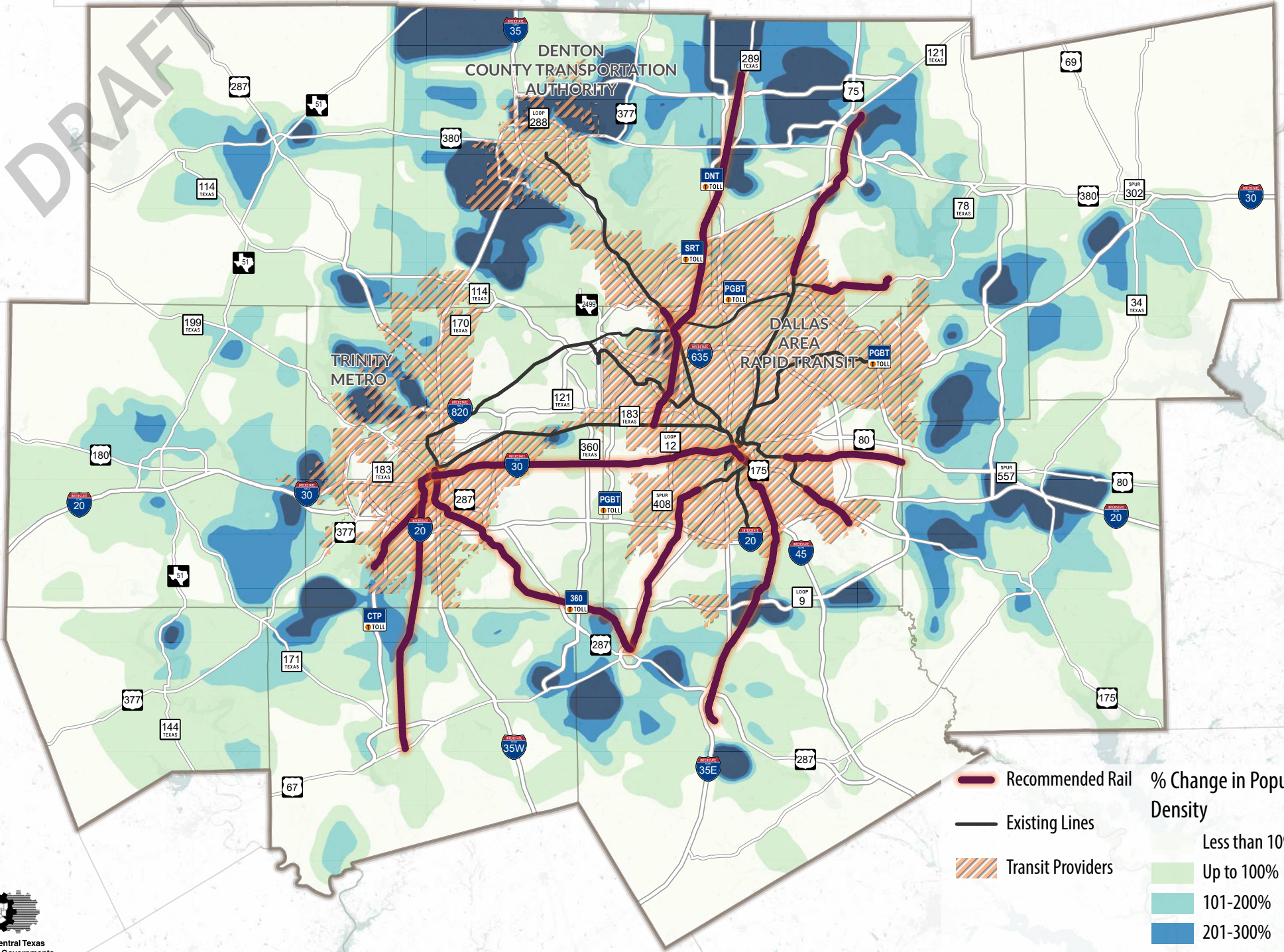


Persons per square mile

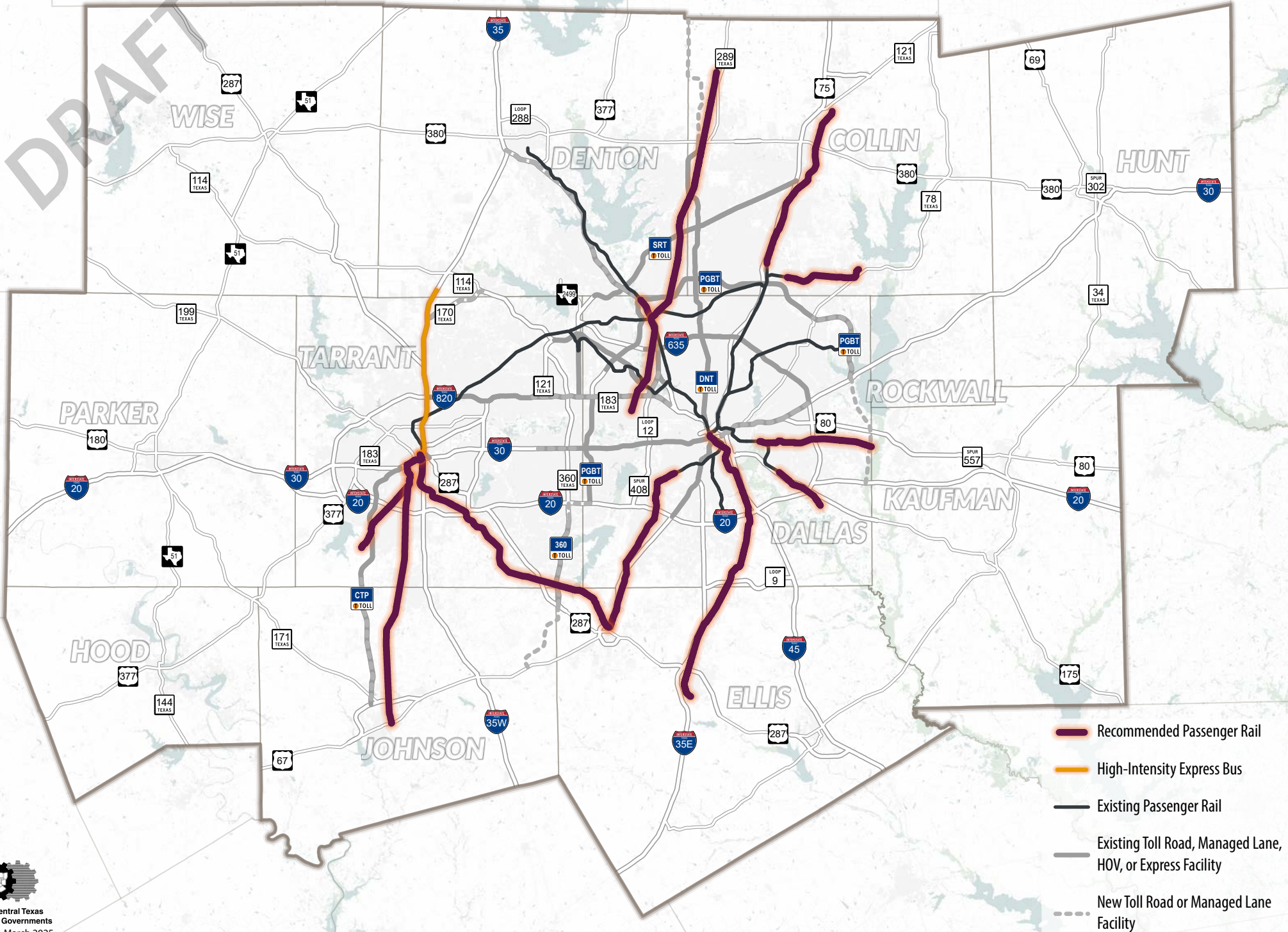
- Rural: under 250
- Exurban: 251-1,000
- Suburban: 1,001-3,500
- Urbanized: 3,501-10,000
- Urban Core: 10,001+

Density is calculated as the number of persons (population) divided by square miles.

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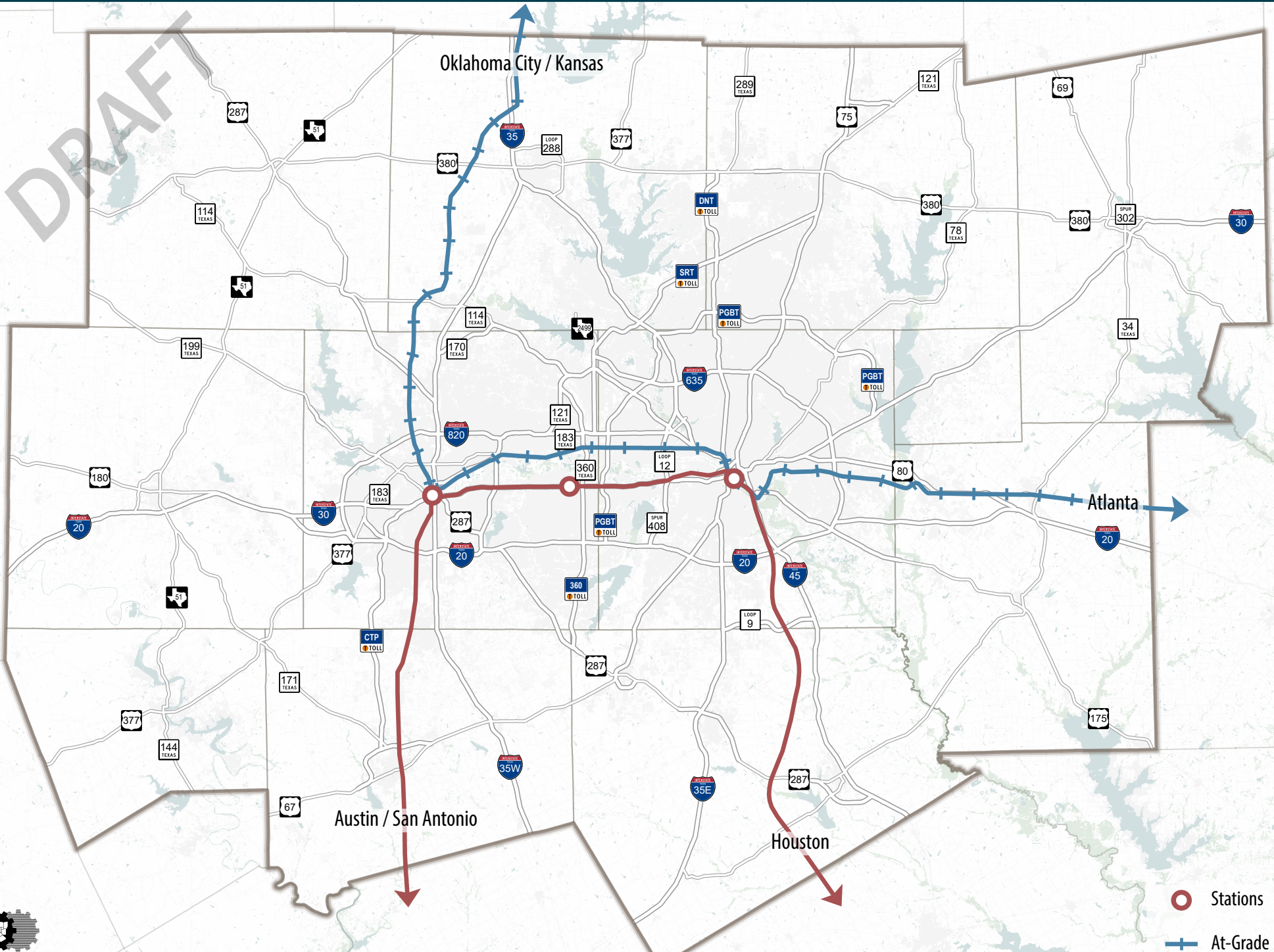


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- Recommended Passenger Rail
- High-Intensity Express Bus
- Existing Passenger Rail
- Existing Toll Road, Managed Lane, HOV, or Express Facility
- New Toll Road or Managed Lane Facility

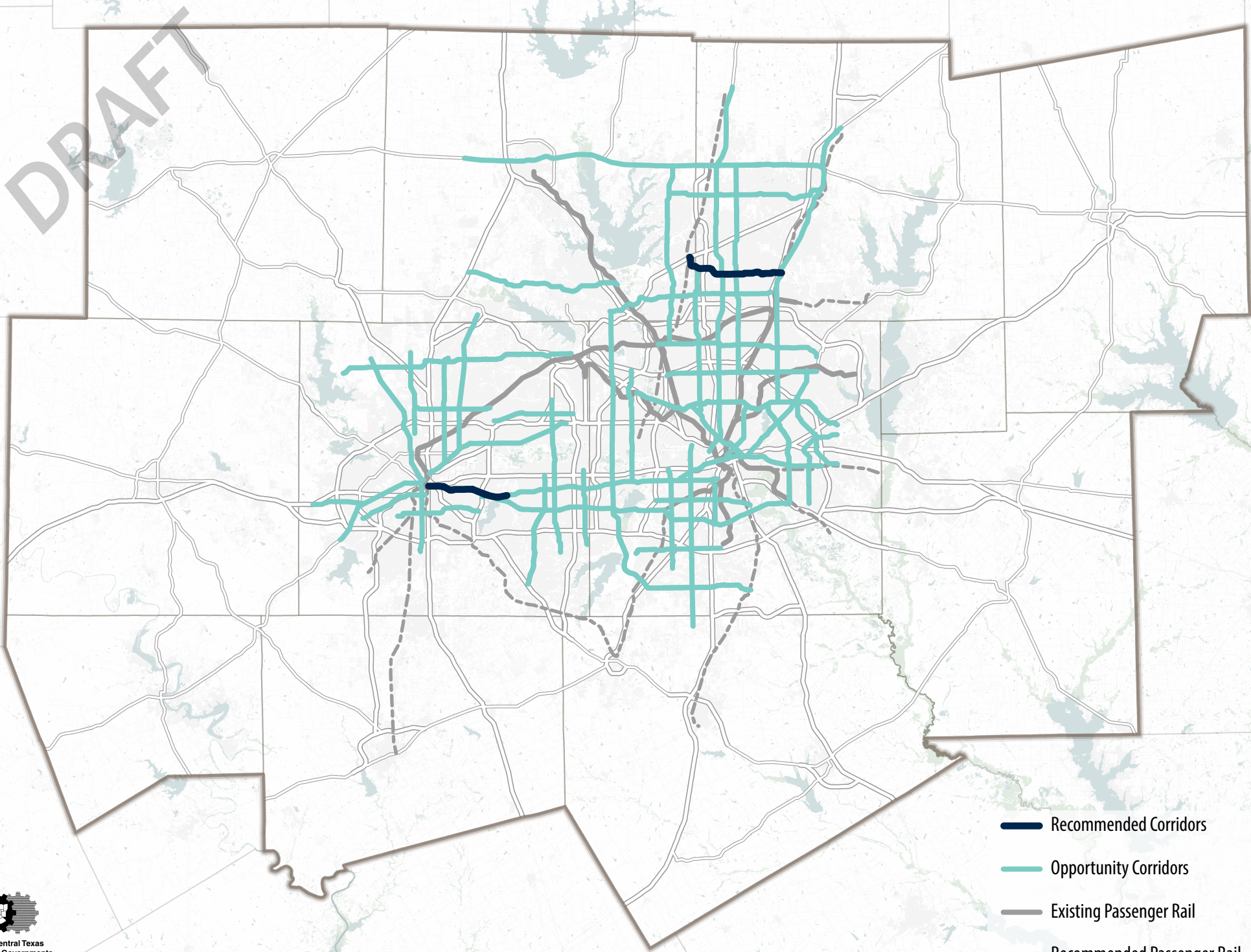
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- Stations
- + At-Grade
- Grade Separated

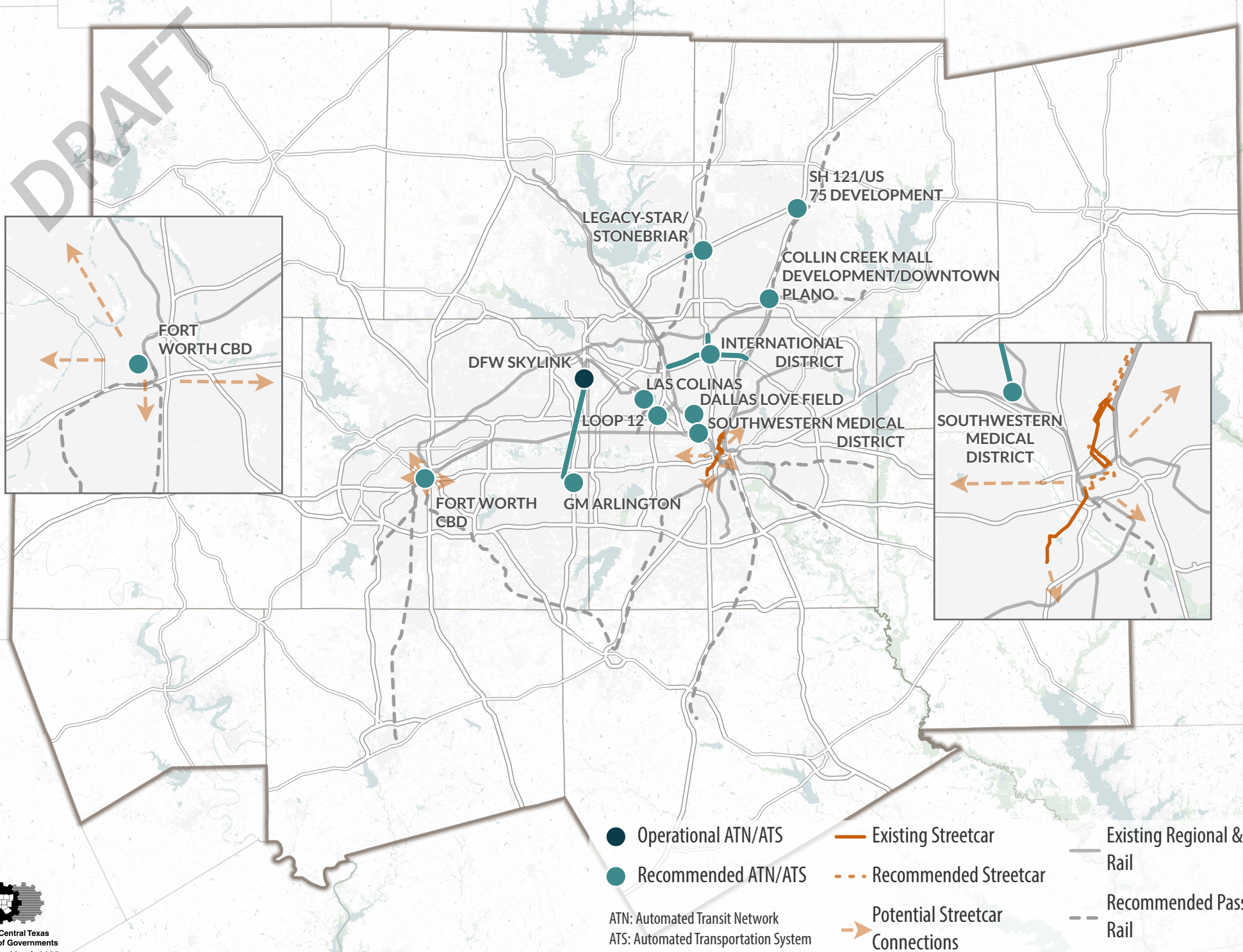
At-Grade higher-speed rail recommendations follow existing rail right-of-way and may use existing track where available; Grade Separated high-speed rail recommendations may follow existing rail right-of-way for portions of their alignment but do not share existing track with freight or commuter services.

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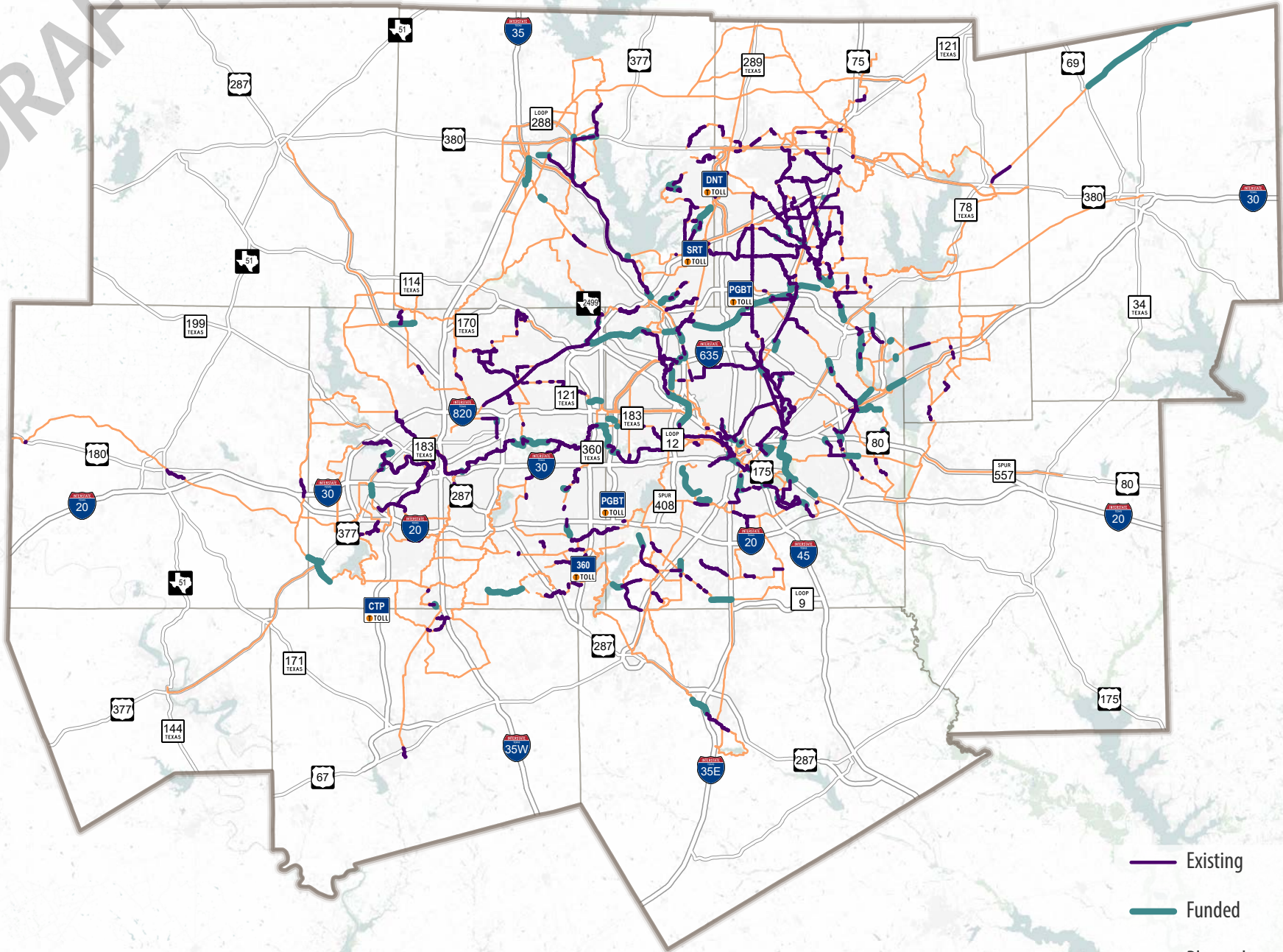
- Recommended Corridors
- Opportunity Corridors
- Existing Passenger Rail
- Recommended Passenger Rail

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- Operational ATN/ATS
 - Recommended ATN/ATS
 - Existing Streetcar
 - - - Recommended Streetcar
 - Potential Streetcar Connections
 - Existing Regional & Light Rail
 - - - Recommended Passenger Rail
- ATN: Automated Transit Network
 ATS: Automated Transportation System

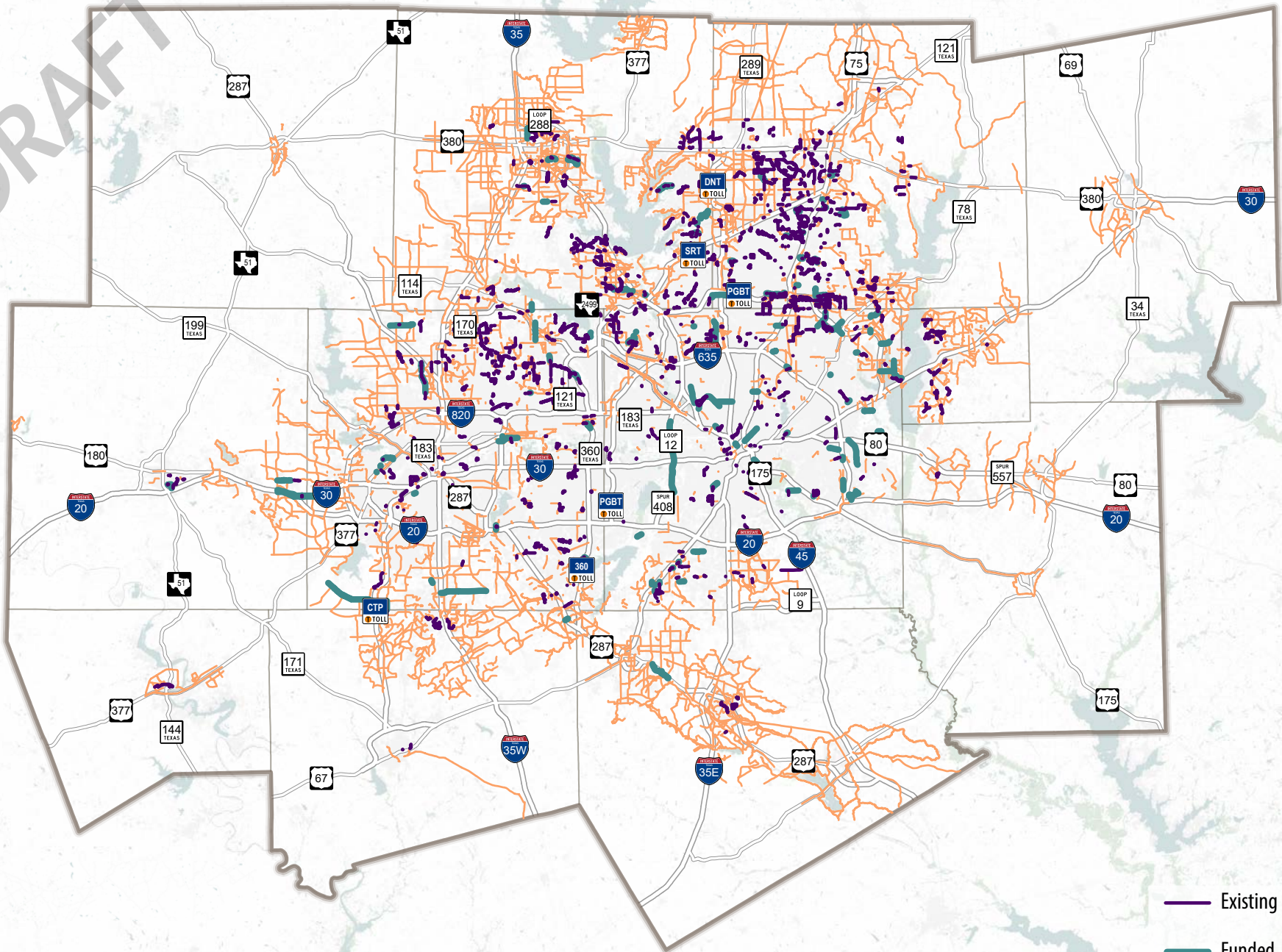
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| | |
|--------------|--------------------|
| — Existing | 576 Miles |
| — Funded | 124 Miles |
| — Planned | 1,571 Miles |
| Total | 2,269 Miles |

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

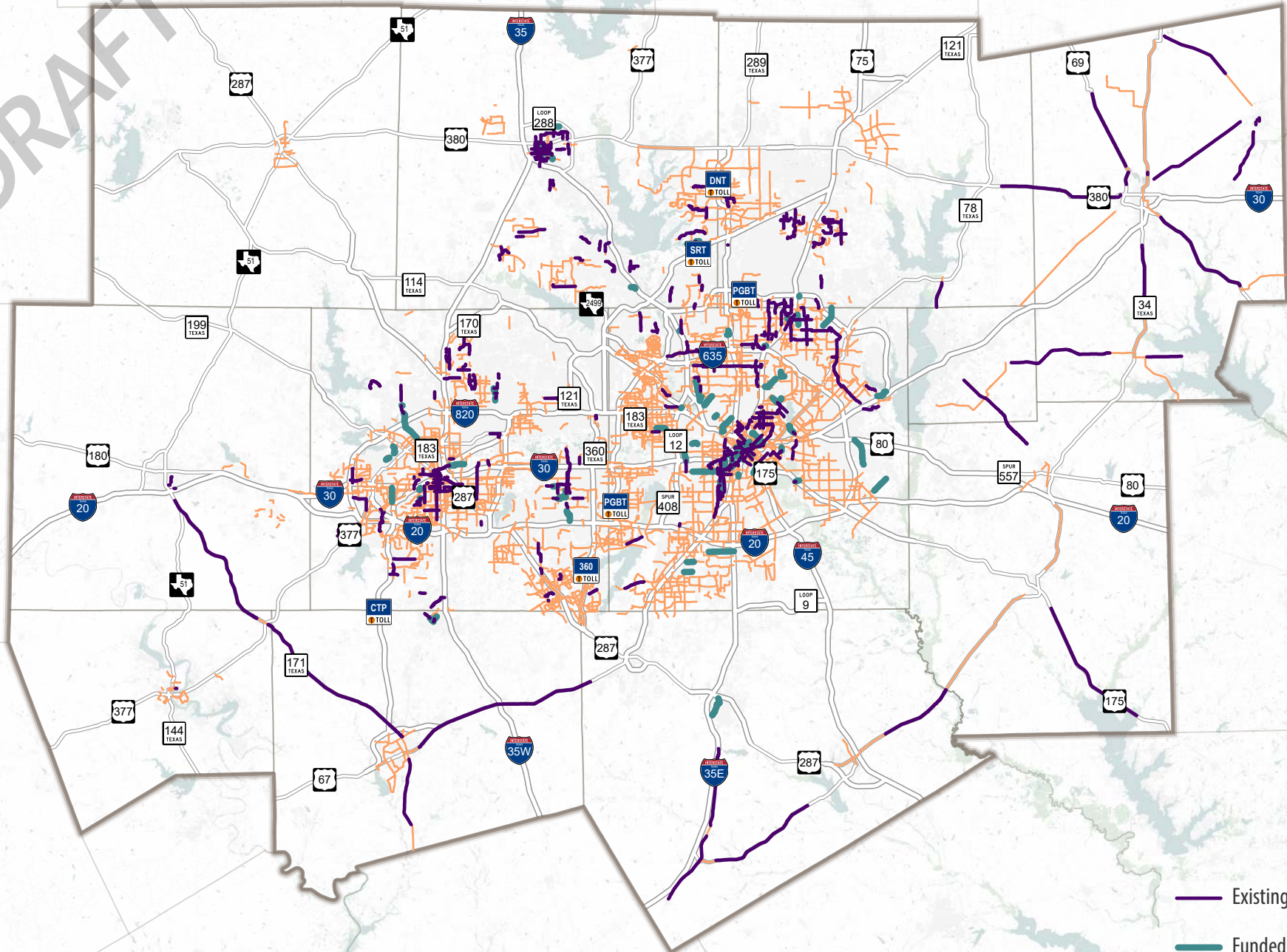
DRAFT



| | | |
|--|--------------|--------------------|
| | Existing | 520 Miles |
| | Funded | 113 Miles |
| | Planned | 3,861 Miles |
| | Total | 4,494 Miles |

- Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
- Community Path facility mileages are based on linear miles.

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| | |
|--------------|--------------------|
| Existing | 328 Miles |
| Funded | 62 Miles |
| Planned | 2,093 Miles |
| Total | 2,478 Miles |

- On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes," signed "share the road," unmarked wide outside lanes, or signed wide shoulders.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- On-street bikeway facility mileage is based on centerline miles.

Public Comments on Rockwall Outer Loop Received via Email

| Name/Organization and Date | Comment | Response |
|--|--|-------------------------|
| <p>Bethany and Jonathan Kempfe 1/22/2025</p> | <p>To whom it may concern,</p> <p>My husband and I are the owners of 1500 Sterling Ridge Ct, Rockwall, TX. This is our formal plea to halt the destructive consideration of building the outer loop behind our neighborhood, High Point Lake Estates. We are undoubtedly against it, as it will be our backyard. It will not only ruin our view of the fields of cattle but be a detrimental disruption to our lives.</p> <p>We lived in very loud Uptown Dallas, TX for 6 years before deciding to return to our country roots and move to south Rockwall, TX in the High Point Lake Estates neighborhood. The decision was not taken lightly as we combed the DFW area for months looking for a bit of land and a quiet neighborhood we would call home for years to come. We are distraught and devastated to learn that this very land we call home would back up to the potential outer loop. In fact, our plot would be one of the closest and most affected by it being built. We moved to the country where we could have peace. This outer loop will destroy our reality as it is right now.</p> <p>We beg of you to reconsider as we do not condone this decision to have the outer loop infringe upon our peace. STOP THE OUTER LOOP being built anywhere near HPLE. Please, please move it to another area. Do not destroy this peaceful community and life.</p> <p>Sincerely, Bethany and Jonathan Kempfe</p> | <p>Response Pending</p> |
| <p>Rachelle Wittmayer 1/23/2025</p> | <p>Dear Governor Abbott, State Departments and Rockwall County Officials,</p> <p>What good is our Government if they don't protect the health and safety of our communities? Like many of our neighbors, we moved to Rockwall County to provide a safe community to raise our kids in. A place rid of the hell that plagues many of our cities/suburbs here in the US such as pollution, sex-trafficking, theft, high-density housing, and more. To the surprise of many South Rockwall Residents who purchased property off of FM 548, an 8-lane highway is being proposed to run adjacent to our homes bringing this hell to fruition. To my understanding, the Rockwall Outer Loop was never responsibly disclosed by previous elected officials, County or State, nor was funding ever approved by the taxpayers of Rockwall for this atrocity. These same officials allowed builders to build, destruct and deceive at the expense of taxpayers livelihoods and serenity.</p> <p>The Rockwall Outer Loop DOES NOT HELP the majority of Rockwall Residents. Rockwall County is the smallest county in Texas with 149 square miles of space.</p> | <p>Response Pending</p> |

| Name/Organization and Date | Comment | Response |
|----------------------------|--|--|
| | <p>Why should it need two major highways running through it when other counties could benefit from a highway?</p> <p>What Rockwall Resident's need is a halt to any further housing developments and improve the current infrastructure to provide quality living to the residents that currently reside here. We need adequate East to West expansions of current roads and plentiful water supply. Instead, what we are dealing with is a conglomerate of greedy pocket lining people (D.R. Horton, former Rockwall Commissioners, former County Judge Hogan, Rockwall's road consultant ITS linked to Lochner, Commissioner Macalik, Amazon, etc.) that have been working diligently to undermine the actual safety and health needs of Rockwall Residents. Lastly, it's extremely telling when the majority of individuals advocating for a specific agenda all point to the same results that negatively impact the future of the community. Something is really wrong. It infuriates me that those supporting the health and well-being of Rockwall are in the minority.</p> <p>We need YOU, our elected officials and state employees, to stop the decay of our area. Please help the integrity of Rockwall remain intact or at least what's left of it.</p> <p>Rockwall County Resident, Rachelle Wittmayer Romans 12:21 "Do not be overcome by evil, but overcome evil with good"</p> | |
| Tara Edwards 2/4/2025 | <p>I am currently a resident in Rockwall County and reside in High Point Lake Estates. I am writing you this email because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the floodplain. This will bring many issues to a peaceful country area of Rockwall County. An elevated highway directly adjacent to a community of 400 homes will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community. This will chase wild animals from their habitat, bringing the potential for more water to be sent to the floodplain causing a risk for existing homes.</p> <p>Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. Existing roads need to be widened to improve traffic flow within the county, which has been promised to us for almost a decade. WE DO NOT WANT THIS LOOP. We need SH205 widened. This will not help any resident of Rockwall county, only big money donors, aka DR Horton. And excuse my language, [REDACTED]</p> | Response Pending |
| Shay Singleton 2/5/2025 | <p>Good afternoon,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into</p> | Thank you for your comment. Your concern is registered. Michael Morris |

| Name/Organization and Date | Comment | Response |
|------------------------------------|---|---|
| | <p>FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. There are currently Water supply issues. If additional housing and traffic is added to the area it will only get much worse and sky rocket prices. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time, Shay Singleton American Fire Protection Group</p> | |
| <p>Lisa Williams 2/5/2025</p> | <p>Good afternoon,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time.</p> | <p>Thank you for your comment. Your concern is registered. Michael Morris</p> |
| <p>Chauntelle Fox 2/5/2025</p> | <p>Good afternoon,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time.</p> | <p>Response Pending</p> |
| <p>Michelle Hutchison</p> | <p>To all this may concern,</p> | <p>Response Pending</p> |

| Name/Organization and Date | Comment | Response |
|----------------------------|--|------------------|
| 2/5/2025 | <p>I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my literal backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time. Please save our kids from the higher crime risk and a life that we chose to move away from. State Representatives please do right and stop the High Density housing and Highway from ruining our area.</p> <p>Sincerely, Michelle Hutchison</p> | |
| Cory Stevens 2/5/2025 | <p>Good Evening,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.</p> <p>As such, I am <u>opposed</u> to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south.</p> <p>I am pleading with you to reconsider the Rockwall County Outer Loop location. Thank you for your consideration.</p> <p>Thank you! Cory Stevens</p> | Response Pending |
| Amy Jones 2/6/2025 | To all this may concern, | Response Pending |

| Name/Organization and Date | Comment | Response |
|----------------------------------|--|---|
| | <p>I am a current Rockwall resident. I am opposed to the irresponsible build of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time.</p> <p>State Representatives please do right and stop the High Density housing and Highway from ruining our area. And consider where it will be more beneficial. We have no need for it and moved to the country to get away from the loud sounds of the highways. Majority of the homes in this area have over 1 acre lots and we don't require fast access to a 8 lane highway. Please consider putting it closer to the city where it will be more beneficial and necessary.</p> <p>Sincerely, MC Thank you, Amy Jones Amy J's Transportation</p> | |
| <p>Missy Wadham 2/6/2025</p> | <p>Dear Officials,</p> <p>I am writing to formally express my opposition to the proposed TXDOT Outer Loop Project along FM 548. As a resident of High Point Lake Estates, which directly backs up to FM 548, and as a professional Realtor with over 23 years of experience, I have a deep understanding of the significant negative impact this project will have on our community, property values, and overall quality of life. Below, I have outlined several critical concerns regarding the project:</p> <p>1. Devaluation of Property The introduction of this loop will significantly reduce property values not only in High Point Lake Estates but also in surrounding acreage neighborhoods. Historically, properties adjacent to freeways experience slower appreciation due to noise and air pollution. Studies have shown that homes abutting a freeway can suffer a value decline of up to 16%. The long-term economic consequences for homeowners and sellers in South Rockwall will be devastating.</p> <p>2. Increased Traffic and Safety Concerns This project will exacerbate congestion along FM 548 and Highway 205, increasing the likelihood of accidents and fatalities. Expanding Highway 205 will be futile if the loop brings an overwhelming influx of traffic from surrounding cities. The additional volume of vehicles will place immense strain on local infrastructure, creating hazardous driving conditions.</p> <p>3. Noise Pollution</p> | <p>Thank you for your comment. Your concern is registered. Michael Morris</p> |

| Name/Organization and Date | Comment | Response |
|----------------------------|---|----------|
| | <p>South Rockwall attracts buyers seeking a peaceful, rural atmosphere. The noise generated by this highway will disrupt the tranquility that makes this area desirable, significantly impacting residents' quality of life. Noise pollution has been directly linked to lower property values, increased stress, and health concerns.</p> <p>4. Air Pollution and Environmental Hazards The increased presence of cars, trucks, and semis will lead to heightened air pollution, adversely affecting the health of our residents. Vehicle emissions contribute to respiratory illnesses and environmental degradation. Preserving the clean air and natural beauty of South Rockwall should be a priority.</p> <p>5. Crime and Public Safety Risks The construction of a major highway brings increased transient activity, often leading to higher crime rates. This threatens the safety of Rockwall families, particularly our children, and raises concerns about potential home burglaries. We cannot afford to compromise the security and well-being of our community.</p> <p>6. Impact on South Rockwall's Desirability South Rockwall's charm lies in its quiet, country-like setting. As a Realtor, I work closely with buyers who seek this environment. The presence of a major freeway will deter potential homebuyers, making it more difficult for homeowners to sell their properties at fair market value. A decrease in home prices leads to lower appraisals, ultimately reducing the desirability of the area as a whole.</p> <p>Supporting Data Research has consistently shown that homes located within 500 feet of a freeway experience depreciation due to environmental impacts. A study from the late 1970s reported that noise pollution alone resulted in a 6.6% decrease in property values, with some studies indicating declines of up to 16%. These trends remain relevant today, reinforcing the economic risks associated with this project.</p> <p>Conclusion The TXDOT Outer Loop Project is not in the best interest of South Rockwall residents. This development will devalue our properties, increase traffic hazards, contribute to environmental decline, and pose safety risks to our families. We urge TXDOT to reconsider alternative routes away from 205/548 that do not disrupt established communities and to prioritize solutions that preserve South Rockwall's character and livability. I appreciate your time and attention to this matter and request a formal response addressing these concerns. Our community deserves to have its voice heard in this decision-making process.</p> | |

| Name/Organization and Date | Comment | Response |
|--------------------------------|---|---|
| | <p>Sincerely, Missy Wadham High Point Lake Estates Resident & Realtor</p> | |
| <p>Mark Walls 2/6/2025</p> | <p>Good afternoon,</p> <p>I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. This project, if approved, would have far-reaching and potentially irreversible impacts on our community. Below, I outline several well-documented concerns, supported by research and real-world examples, that highlight the negative consequences of this development.</p> <p>1. Noise Pollution: The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance.</p> <ul style="list-style-type: none"> • A study published in the <i>Journal of Environmental Psychology</i> (2019) revealed that proximity to major highways correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications. • Noise barriers often fail to fully mitigate these impacts, particularly in residential areas. <p>Residents here value the peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.</p> <p>2. Safety Concerns: The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents.</p> <ul style="list-style-type: none"> • Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density. • Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists. <p>This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.</p> <p>3. Air Quality and Environmental Impact: The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary</p> | <p>Thank you for your comment. Your concern is registered. Michael Morris</p> |

| Name/Organization and Date | Comment | Response |
|-----------------------------|---|------------------|
| | <p>source of air pollution, and the construction process itself would further harm the environment.</p> <ul style="list-style-type: none"> • The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses. • A study in the <i>Journal of Environmental Management</i> (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants. <p>Additionally, the loss of green spaces and potential damage to local ecosystems would contradict Rockwall's commitment to sustainability.</p> <p>4. Impact on Property Values: The proximity of a large highway to residential neighborhoods often leads to a measurable decline in property values.</p> <ul style="list-style-type: none"> • Research published in the <i>Journal of Urban Economics</i> (2017) found that homes within 500 meters of major highways experienced an average property value decrease of 8-10%. • Noise, safety concerns, and air pollution are cited as the primary deterrents for prospective homebuyers. <p>These projects have already forced the loss of residential and community land while generating the excessive noise many residents sought to avoid by moving here. Adding another major highway in the same area will only exacerbate these problems for current residents. Moreover, it raises serious concerns about the environmental impact, as well as the safety and well-being of affected neighborhoods. State Representatives please do the right thing and stop the high density housing and highway from ruining our community.</p> <p>Sincerely, Mark Walls</p> | |
| Rafi Ahmed 2/7/2025 | Rockwall loop – We support | N/A |
| Greg Rasmussen 2/11/2025 | <p>The State needs to do a better job- If people want to live in areas that provide these things I can name many of our neighboring cities that can provide a good example of what we are trying to avoid.</p> <p>1. Noise Pollution The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance. A study published in the <i>Journal of Environmental Psychology</i> (2019) revealed that proximity to major highways</p> | Response Pending |

| Name/Organization and Date | Comment | Response |
|----------------------------------|--|-------------------------|
| | <p>correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications. Noise barriers often fail to fully mitigate these impacts, particularly in residential areas. Residents here value the peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.</p> <p>2. Safety Concerns The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents. Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density. Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists. This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.</p> <p>3. Air Quality and Environmental Impact The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary source of air pollution, and the construction process itself would further harm the environment. The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses. A study in the Journal of Environmental Management (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants.</p> <p>Thank You Greg Rasmussen</p> | |
| <p>Erle Marion 2/19/2025</p> | <p>Howdy,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>Thank you for your time, Erle Marion</p> | <p>Response Pending</p> |

| Name/Organization and Date | Comment | Response |
|--|--|-------------------------|
| <p>Michelle Martinez 2/20/2025</p> | <p>To all this may concern,</p> <p>I am a Rockwall resident. Currently I have no adequate water supply, our homes off of FM548 are being threatened with an 8-lane highway concrete views that serves no purpose for our traffic needs.</p> <p>In addition, 8000+ high density homes between the new Sonoma Verde expansion and River Rock Development off of Edwards Rd. Are in the fight to be built when our everyday needs are not being met. Current laws and those being set in place infringe on the well-being and investment of residents currently residing in this area. When money speaks loudly and is more important than the people, we have a major problem! I have no desire to live in high-density neighborhoods and all of Dallas' surrounding counties do not need to be turned into everything we hate about overpopulated cities. There was a major reason why we chose to build our forever home here. We knew the distance, we prefer to drive 2 hours+ to head into work because we know coming home, we have our land, our privacy and everything we worked hard for. All this would destroy the only reason we decided to build out here. Completely destroying our American dream. Nor do I want a massive highway I never knew about coming through my area. I advocate for providing current road expansion, within reasonable addition. No highways, moving the Southern portion of the outer loop to Hunt County, requiring stricter regulation and responsibility on builders to stop the burden of current infrastructure and residents. Stop high-density housing and require an acre lot minimum in our area.</p> <p>I expect that you will do what the majority of our residents are requesting and don't take our serenity away at the cost of greed and poor planning.</p> <p>Thank you for your time, Michelle Martinez</p> | <p>Response Pending</p> |
| <p>Kaitlyn Stevens 2/21/2025</p> | <p>Good Morning,</p> <p>I am a new resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.</p> <p>As such, I am <u>opposed</u> to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is</p> | <p>Response Pending</p> |

| Name/Organization and Date | Comment | Response |
|---|---|-------------------------|
| | <p>already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south. I am pleading with you to reconsider the Rockwall County Outer Loop location.</p> <p>Thank you for your consideration. Kaitlyn Stevens</p> | |
| <p>Robby and Bridget Clower 2/25/2025</p> | <p>Hello,</p> <p>I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. Each morning it takes me 30-40 minutes to get from 548 to Rockwall due to the traffic. Even when the 205 project is finished with four lanes it will be inadequate to handle the increasing traffic. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. More highways will result in more housing perpetuating the cycle. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.</p> <p>I spoke with some of you at the courthouse on election day to help me decide who to vote for. Please keep your promises to represent the citizens who elected you. Like most of us, our home is our biggest investment. Please consider this in your decision.</p> <p>Thank you for your time! Robby and Bridget Clower</p> | <p>Response Pending</p> |

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

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

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3: West/East split balances with future cost overruns/project selection

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

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

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

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

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

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

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

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

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

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

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NCTCOG PRESENTATION

2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Regional Transportation Council

March 13, 2025

BACKGROUND

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



STATE LOOP 12 SAFETY IMPROVEMENTS

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

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



MAINTENANCE PILOT PROGRAM FOR SAFETY

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



JOHNSON COUNTY BOND PROGRAM PARTNERSHIP

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



FUNDING FOR FIFA WORLD CUP TRANSPORTATION NEEDS

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



SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

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

1: West/East distribution balances when considering cost overruns and projects approved since 2024 Strategic Transportation Funding Program (STFP)

2: Includes State, local, and private funding

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



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

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

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



TIMELINE

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



REQUESTED ACTION – 2025 STRATEGIC TRANSPORTATION FUNDING PROGRAM

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

RTC Action Item – March 13, 2025



CONTACT US



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Brian Dell, Program Manager
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Dylan Niles, Transportation Planner II
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North Central Texas Council
of Governments

Regional Transit Partnerships and Federal Discretionary Grant Funding

Mike Johnson, Principal Transportation Planner

Regional Transportation Council

March 13, 2025

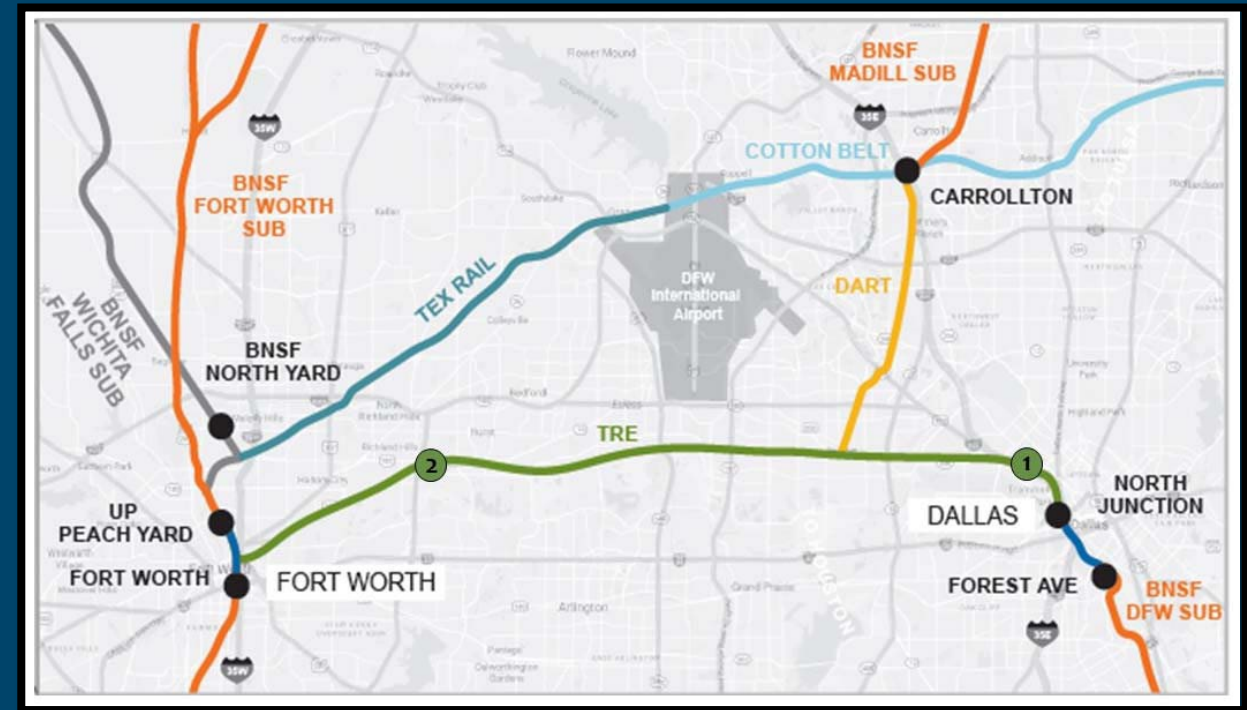
NT MOVES – FY2020 BUILD Grant Projects

Project Overview:

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

Projects:

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



Courtesy of NCTCOG



Component 1 - Dallas Area Rapid Transit

Project Overview:

Double Track Medical Market Center to Stemmons Freeway

Project Details:

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



Courtesy of NCTCOG



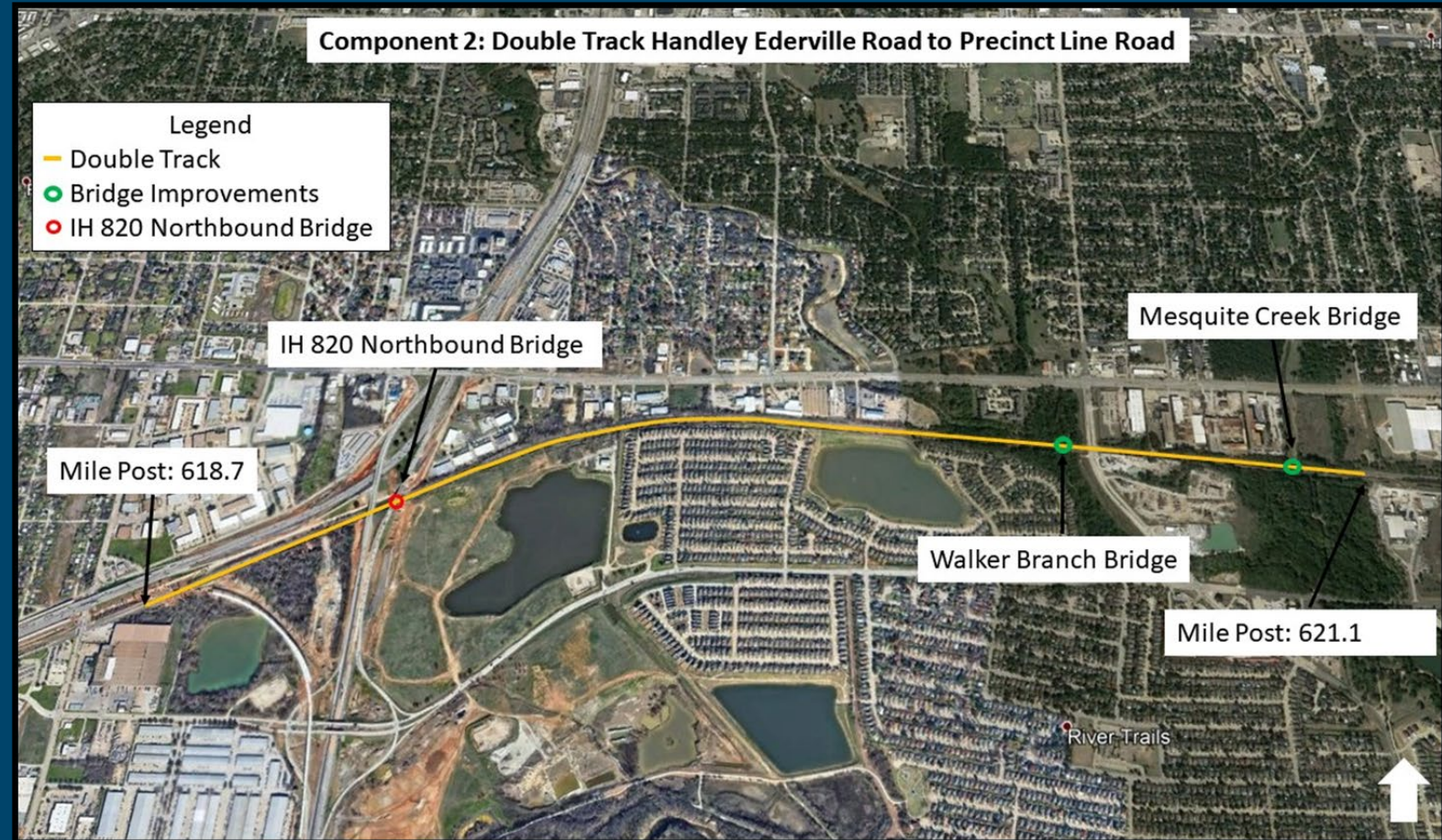
Component 2 - Trinity Metro

Project Overview:

Double Track Handley Ederville Road to Precinct Line Road

Project Details:

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



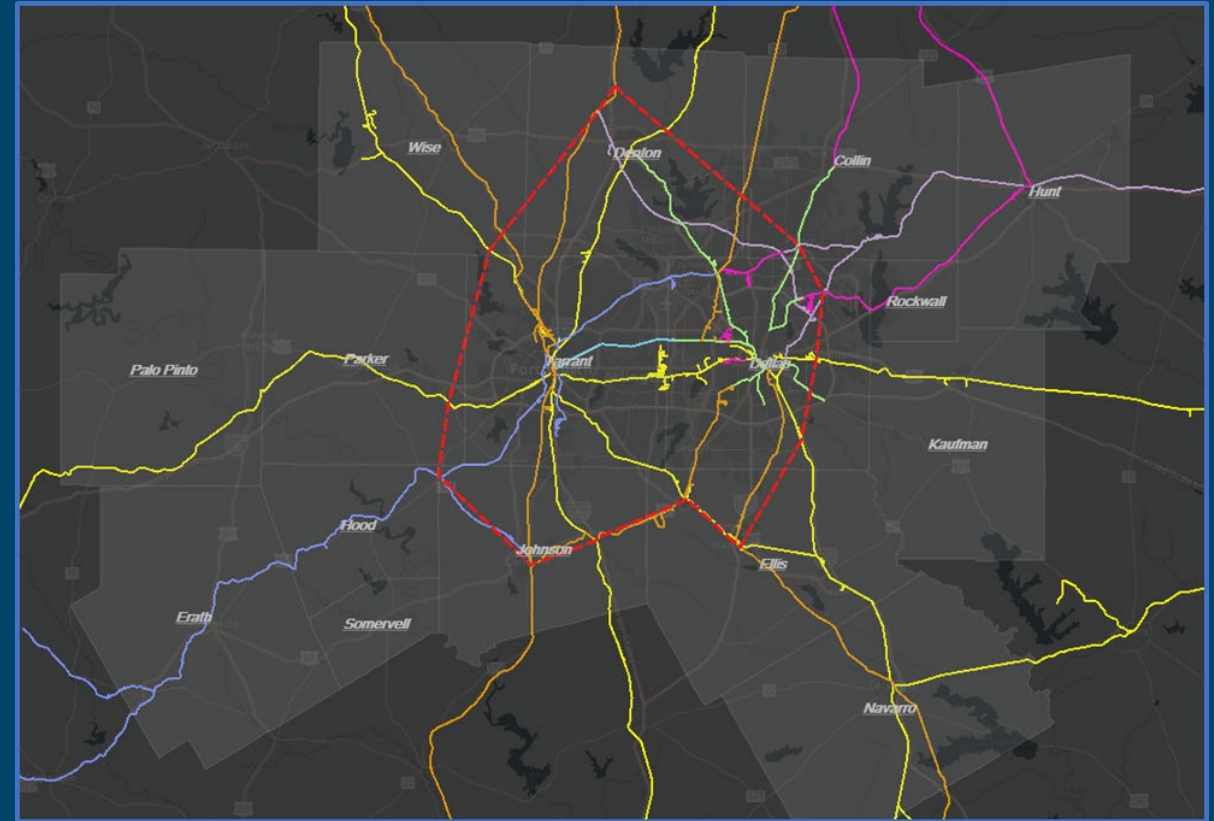
Courtesy of NCTCOG



Component 3 - Clear Path Technology

Project Overview

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



Courtesy of Railinc



BUILD Grant Budget Update

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



BUILD Grant Funding Sources

Paper Grant Agreement and Current Cost

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

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

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

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

⁴ Anticipated Private Funding Contribution (railroads)



Regional Transit Partnerships - TRE Track and Signal Improvements

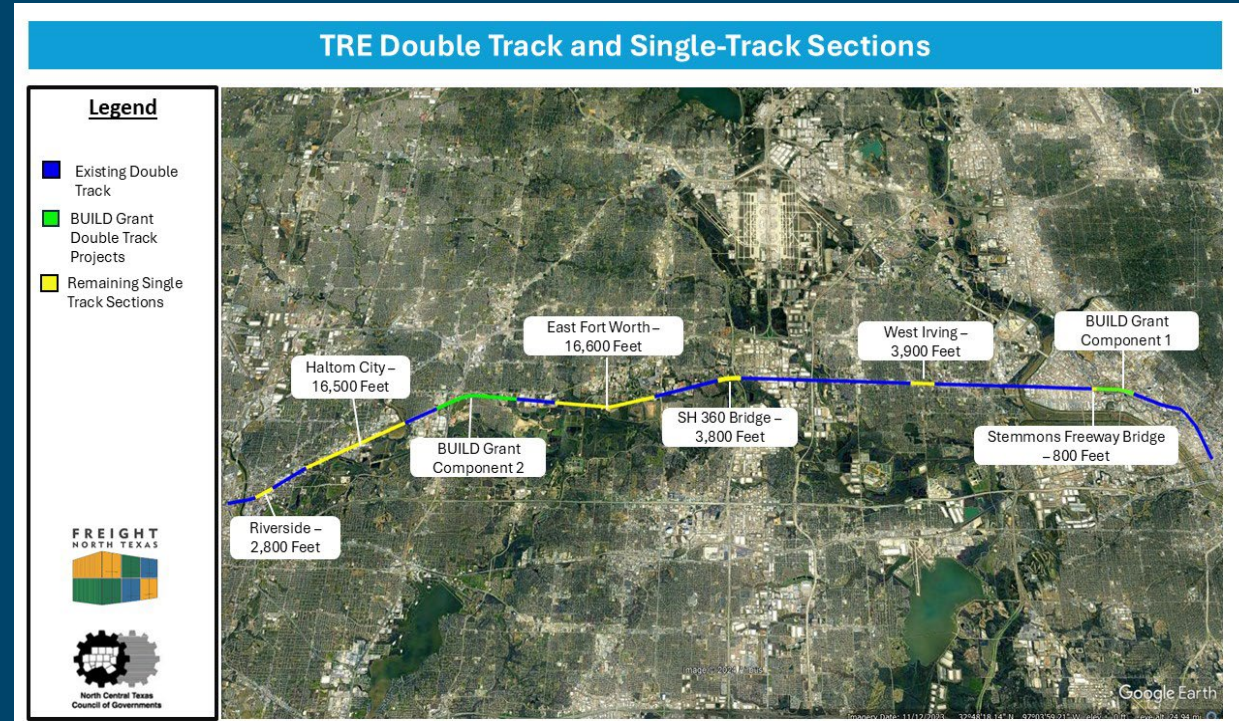
Project Overview:

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

Project Details:

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

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



Regional Transit Partnerships - Victory Station

Project Overview:

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

Project Details:

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



Courtesy of NCTCOG



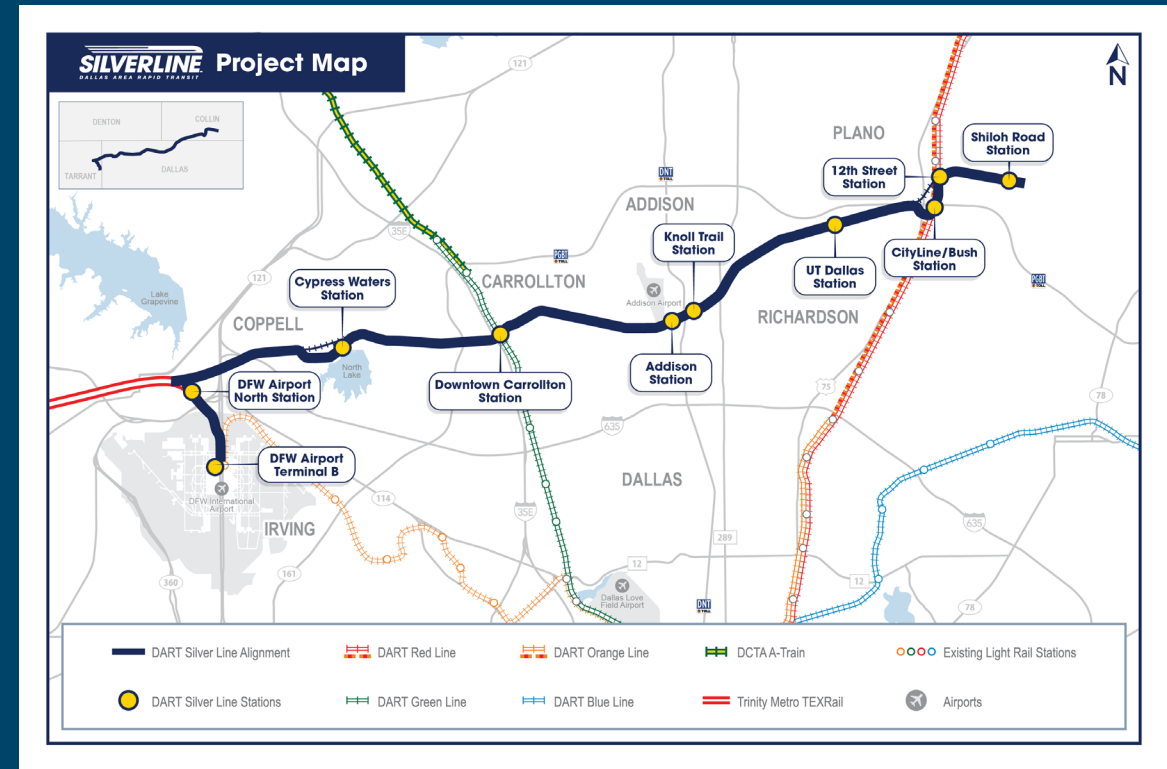
Regional Transit Partnerships - Silver Line

Project Overview:

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

Project Details:

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



Courtesy of DART



Requested Action Schedule

February 28, 2025

STTC Action Item

March 10, 2025

March Public Meeting

March 13, 2025

RTC Action Item

March 27, 2025

Executive Board Endorsement (Approval)



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

Request for RTC approval of:

The allocation of federal funds for:

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

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

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

² Not to exceed \$6.8 million



CONTACT US



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Valerie Alvarado
Transportation Planner

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NCTCOG

MICHAEL MORRIS

Director of transportation, NCTCOG

Michael Morris, the North Central Texas Council of Governments' transportation guru, is involved with several massive projects. He's 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. 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, as well as wider transportation solutions as the region heads toward a projected 2050 population of about 15 million.

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

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

March 13, 2025

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

Top 5 Focus Areas

Micro Transit to
Inform Route
Planning

Next Generation
Transit Signals

Private Sector
Service Delivery

Invest in
Catalytic
Economic
Development

Safety / Fare
Enforcement



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

Draft Transit Authority Policy Waterfall

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

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

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

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

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



Possible Risk From New DART Legislation to the Regional Transportation Council

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



Oppose DART Legislation That Reduces Funding For DART

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

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



Regional Transportation Council Attendance Roster
February 2024 - February 2025

| RTC MEMBER | Entity | 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 | 2/13/2025 |
|----------------------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|-----------------|-------------------|------------------|------------------|
| Daniel Alemán Jr (01/22) | Mesquite | P | P | A | P | P | P | E(R) | P | E(R) | P | E(R) | P |
| Arfsten, Bruce (07/23) | Addison | E(R) | P | P | P | P | P | P | P | P | P | P | P |
| Steve Babick (06/22) | Carrollton | P | P | E(R) | E(R) | P | P | P | P | P | P | P | P |
| Rick Bailey (07/22) | Johnson County | P | P | P | P | P | P | P | P | P | P | E(R) | P |
| Adam Bazaldua (09/21) | Dallas | A | P | E | P | E | A | E(R) | P | P | P | P | E(R) |
| Elizabeth M. Beck (08/21) | Fort Worth | P | E | P | A | P | P | P | P | A | E(R) | E | P |
| Gyna Bivens (08/21) | Fort Worth | P | P | P | P | P | P | P | E | P | E | E | P |
| Alan Blaylock (03/23) | Fort Worth | P | P | P | A | P | P | P | P | P | P | P | P |
| Ceason Clemens (10/22) | TxDOT, Dallas | P | P | P | P | P | P | P | P | P | P | P | E(R) |
| Michael Crain (06/22) | Fort Worth | P | E(R) | P | P | E(R) | E(R) | P | P | P | P | P | P |
| Theresa Daniel (11/18) | Dallas County | E(R) | P | P | P | P | E | P | P | P | P | A | E(R) |
| Jeff Davis (11/19) | Trinity Metro | P | E(R) | P | E(R) | P | E | P | P | P | P | P | P |
| Pat Deen (07/24) | Parker | -- | -- | -- | -- | -- | P | P | P | P | P | P | P |
| Andy Eads (1/09) | Denton County | P | P | P | P | P | P | P | P | P | P | E | E(R) |
| Michael Evans (2/23) | Mansfield | P | P | P | P | P | P | A | P | P | P | E(R) | P |
| Vernon Evans (4/24) | DFW Airport | -- | -- | A | P | E | A | E | E(R) | P | A | P | P |
| George Fuller (07/17) | McKinney | P | E | P | P | A | P | A | A | P | P | E | P |
| Raul H. Gonzalez (09/21) | Arlington | P | P | P | P | P | P | P | P | P | P | P | P |
| Lane Grayson (01/19) | Ellis County | A | P | P | P | E | P | P | P | A | P | A | E |
| Mojoy Haddad (10/14) | NTTA | E | A | P | P | P | E | P | E | P | P | A | P |
| Clay Lewis Jenkins (04/11) | Dallas County | P | E | P | P | P | P | E(R) | P | P | P | P | P |
| Ron Jensen (06/13) | Grand Prairie | P | E(R) | P | P | E(R) | P | P | P | P | P | P | P |
| Jill Jester (08/24) | Denton | -- | -- | -- | -- | -- | -- | P | A | P | P | P | E |
| Brandon Jones (05/21) | Lewisville | A | A | P | P | P | P | P | P | P | P | A | A |
| Matt Krause (01/25) | Tarrant County | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | E |
| Brad LaMorgese (07/22) | Irving | E | E | E | P | E | E | P | E | P | E | A | P |
| Stephen Mason (05/24) | Cedar Hill | -- | -- | -- | P | E(R) | P | P | P | P | P | E | P |
| Tammy Meinershagen (07/24) | Frisco | -- | -- | -- | -- | -- | P | P | E(R) | P | E(R) | E(R) | P |
| Cara Mendelsohn (07/20) | Dallas | P | P | P | P | P | P | P | P | P | P | A | P |
| Cesar Molina (08/24) | | -- | -- | -- | -- | -- | -- | P | P | P | P | E | P |
| Jesse Moreno (07/24) | City of Dallas | -- | -- | -- | -- | -- | E | P | P | P | P | P | P |
| Ed Moore (07/22) | Garland | P | E | P | E | P | P | P | P | E | A | P | P |
| Matthew Porter (07/24) | Wylie | -- | -- | -- | -- | -- | P | P | P | P | P | E(R) | P |
| John Muns (6/23) | Plano | A | A | P | P | P | A | P | P | P | E(R) | E | P |
| Omar Narvaez (09/21) | Dallas | P | P | P | P | E | P | P | E(R) | P | P | P | P |
| Manny Ramirez (1/23) | Tarrant County | E | P | P | P | P | E | E | E | P | P | E | P |

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
February 2024 - February 2025**

| RTC MEMBER | Entity | 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 | 2/13/2025 |
|-------------------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|-----------------|-------------------|------------------|------------------|
| Tito Rodriguez (03/24) | Nrth Rch Hills | -- | P | P | E | P | P | E | P | P | P | P | P |
| Jim R. Ross (07/21) | Arlington | P | P | E(R) | P | P | P | E(R) | P | E(R) | P | P | P |
| David Salazar (10/22) | TxDOT, FW | P | P | P | P | P | E(R) | P | P | E(R) | P | 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 | P |
| Jeremy Tompkins (10/19) | Euless | P | P | P | P | P | P | P | P | P | P | P | P |
| William Tsao (3/17) | Dallas | P | P | E | P | P | P | P | P | P | P | P | P |
| Webb, Duncan (6/11) | Collin County | P | P | P | P | P | P | P | P | P | P | E(R) | P |
| Chad West (11/22) | Dallas | E | P | A(R) | P | E | P | P | P | E(R) | A(R) | P | E |

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)

Surface Transportation Technical Committee Attendance Roster
February 2024 - February 2025

| STTC MEMBERS | Entity | 2/23/24 | 3/22/24 | 04/26/24 | 05/24/24 | 06/28/24 | 07/26/24 | 08/23/24 | 09/27/24 | 10/25/24 | 12/06/24 | 01/24/25 | 02/28/25 |
|---------------------|--------------------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Rifat Alam | Lancaster | -- | -- | -- | -- | -- | P | * | P | R | A | P | P |
| Joe Atwood | Hood County | A | P | P | P | A | P | * | P | P | A | P | A |
| Melissa Baker | Irving | R | R | E | P | P | P | * | P | P | P | E | P |
| James Bell | Grand Prairie | -- | -- | -- | -- | -- | -- | -- | P | P | P | P | A |
| David Boski | Grand Prairie | -- | -- | -- | -- | -- | -- | -- | P | P | P | P | P |
| Shon Brooks | Waxahachie | P | P | P | A | P | P | * | A | P | P | P | P |
| Tanya Brooks | DART | P | P | P | P | P | R | * | R | P | P | P | P |
| Matt Bryant | City of Duncaville | -- | -- | -- | P | A | A | * | P | A | A | A | A |
| Daniel Burnham | Arlington | P | P | P | R | P | R | * | P | P | R | P | P |
| Farhan Butt | Denton | P | P | P | P | P | P | * | P | P | P | P | P |
| Brenda Callaway | Rockwall County | P | P | P | P | P | P | * | P | A | A | P | P |
| Travis Campbell | TxDOT Dallas | P | P | P | P | P | P | * | P | P | P | P | P |
| Aaron Ceder | Dallas County | -- | -- | -- | -- | -- | -- | -- | -- | A | A | P | P |
| John Cordary, Jr. | TxDOT FW | P | P | A | P | A | P | * | P | P | P | P | A |
| Tara Crawford | Trinity Metro | -- | -- | -- | -- | -- | -- | -- | -- | P | A | P | P |
| Clarence Daugherty | Collin County | P | P | P | R | P | P | * | P | P | P | P | P |
| Chad Davis | Wise County | A | P | A | A | P | P | * | A | P | A | P | P |
| Arturo Del Castillo | Dallas | P | P | P | P | P | P | * | A | R | P | A | P |
| Taylor Derden | Mansfield | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P |
| Pritam Deshmukh | Richardson | P | P | P | E | P | A | * | P | P | P | P | P |
| Becky Diviney | Town of Addison | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | P | P |
| Phil Dupler | FWTA | P | P | P | P | P | P | * | P | A | P | P | A |
| Martiza Figy | Dallas | A | A | A | A | A | A | * | A | A | A | A | A |
| Eric Fladager | Fort Worth | P | A | P | P | P | P | * | P | A | P | P | A |
| Chris Flanigan | Allen | P | P | P | P | P | A | * | P | P | P | P | P |
| Austin Frith | DCTA | P | P | P | R | A | R | * | P | P | A | P | P |
| Ricardo Gonzalez | TxDOT FW | P | P | P | P | P | P | * | P | P | E | P | P |
| Gary Graham | McKinney | P | R | P | R | A | R | * | P | R | P | R | R |
| Scott Hall | Tarrant County | -- | -- | -- | -- | P | P | * | P | P | A | A | P |
| Tom Hammons | Carrollton | P | P | P | P | P | A | * | P | P | P | P | P |
| Craig Hancock | NTTA | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | P | P |
| Chris Harris | Greenville | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | A | A |
| Ron Hartline | The Colony | A | P | P | A | R | A | * | A | A | A | P | P |
| Barry Heard | Kaufman County | A | P | P | P | P | P | * | P | P | P | P | P |
| Duane Hengst | Hurst | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | P |
| Matthew Hotelling | Flower Mound | P | P | P | P | A | P | * | P | P | A | P | P |
| John Hudspeth | TxDOT Dallas | P | P | P | P | P | P | * | P | P | P | P | P |
| Jeremy Hutt | Cleburne | P | A | P | P | P | P | * | P | P | P | P | P |
| Thuan Huynh | McKinney | P | P | P | R | A | P | * | P | P | R | P | P |
| Joseph Jackson | Tarrant County | P | E | P | A | P | P | * | P | P | A | P | P |

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
February 2024 - February 2025

| STTC MEMBERS | Entity | 2/23/24 | 3/22/24 | 04/26/24 | 05/24/24 | 06/28/24 | 07/26/24 | 08/23/24 | 09/27/24 | 10/25/24 | 12/06/24 | 01/24/25 | 02/28/25 |
|---------------------|------------------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Joel James | NTTA | A | P | R | P | P | A | * | P | P | P | P | P |
| William Janney | Frisco | A | P | P | P | P | A | * | P | A | A | A | P |
| Major L. Jones | Eules | A | A | P | A | P | A | * | P | P | P | R | P |
| Gus Khankarli | Dallas | P | P | P | P | P | P | * | P | P | P | P | P |
| Lauren LaNeave | Southlake | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A |
| Alonzo Liñán | Keller | A | A | A | P | A | A | * | A | A | A | A | A |
| Eron Linn | DART | P | E | P | E | P | P | * | P | P | E | E | P |
| Clay Lipscomb | Plano | P | P | P | A | P | A | * | P | P | A | P | P |
| Paul Luedtke | Garland | P | P | P | E | P | P | * | P | P | P | P | P |
| Stanford Lynch | Hunt County | P | A | R | P | R | R | * | P | R | R | A | P |
| Chad Marbut | Weatherford | P | P | P | P | P | P | * | P | P | P | P | P |
| Alberto Mares | Ellis County | P | P | P | A | P | P | * | P | P | A | P | P |
| John Mears | Mesquite | -- | -- | -- | -- | P | A | * | A | P | A | A | A |
| Brian Moen | Frisco | P | P | P | P | A | P | * | P | P | A | P | A |
| Mark Nelson | Richardson | P | P | P | P | P | P | * | P | P | P | P | R |
| Jim O'Connor | Irving | P | P | P | P | P | A | * | P | P | P | P | P |
| Alfredo Ortiz | Dallas | P | P | A | A | P | A | * | P | E | P | P | P |
| Cintia Ortiz | Parker County | A | P | P | P | A | A | * | P | P | P | P | P |
| Martin Phillips | Fort Worth | E | P | E | P | E | P | * | P | P | E | P | E |
| John Polster | Denton County | P | P | A | A | P | P | * | A | P | A | P | P |
| Kelly Porter | Fort Worth | P | P | P | P | E | P | * | P | P | P | P | P |
| Tim Porter | Wylie | A | R | R | P | R | R | * | A | R | P | R | R |
| Minesha Reese | Dallas County | -- | -- | -- | -- | -- | -- | -- | P | P | P | P | A |
| Elizabeth Reynolds | Grapevine | P | P | P | P | P | P | * | E | E | P | P | A |
| James Rogge | Mansfield | -- | -- | -- | -- | A | P | * | P | P | P | P | A |
| Jahor Roy | Mesquite | P | P | P | P | A | A | * | A | A | A | A | A |
| Greg Royster | DFW Int. Airport | P | P | A | P | A | R | * | R | P | P | P | P |
| Kathryn Rush | Dallas | R | P | P | A | A | A | * | P | A | A | P | A |
| David Salmon | Lewisville | P | R | A | R | P | R | * | R | P | P | P | P |
| Joe Schweitzer | Bedford | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A | P |
| Brian Shewski | Plano | P | P | R | P | P | P | * | P | R | P | bb | P |
| Ray Silva-Reyes | Farmers Branch | -- | -- | -- | P | P | P | * | P | P | P | P | P |
| Chelsea St. Louis | Fort Worth | P | P | P | P | A | P | * | E | P | E | P | P |
| Aaron Tainter | Coppell | -- | -- | -- | -- | -- | -- | -- | -- | E | P | P | P |
| Errick Thompson | Burleson | P | P | P | P | P | P | * | P | P | P | P | P |
| Caleb Thornhill | Plano | P | A | P | P | P | A | * | A | A | A | P | A |
| Dave Timbrell | Garland | -- | -- | -- | E | A | A | * | A | A | A | A | A |
| Jennifer VanderLaan | Johnson County | P | P | P | P | P | A | * | P | P | P | P | P |
| Gregory Van | Haltom City | P | P | R | P | R | P | * | R | P | R | R | A |
| Daniel Vedral | Irving | P | P | E | P | R | P | * | P | P | E | P | R |
| Caroline Waggoner | North Richland | P | P | P | A | P | P | * | A | A | A | P | R |
| Jana Wentzel | Arlington | P | P | P | P | R | P | * | P | P | P | R | R |

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February 2024 - February 2025

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|-----------------|-------------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Robert Woodbury | Cedar Hill | P | A | R | P | A | A | * | P | P | P | P | P |
| 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, January 24, 2025

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

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

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

2. **Consent Agenda:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting adjourned at 2:51 p.m.