

AGENDA

**Regional Transportation Council
Thursday, September 12, 2024
North Central Texas Council of Governments**

**11:00 am-
12:45 pm** **RTC Workshop: Transit 2.0 and RTC Legislative Program Luncheon**

1:00 pm **Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

1:00 – 1:10 1. **Opportunity for Public Comment on Today’s Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A

1:10 – 1:15 2. **Approval of August 8, 2024, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Clay Lewis Jenkins, RTC Chair
Item Summary: Approval of the August 8, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A

1:15 – 1:20 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5

3.1. **Transportation Paid Education Campaigns for Fiscal Year 2025**
Presenter: Whitney Vandiver, NCTCOG
Item Summary: Staff will seek Regional Transportation Council (RTC) support of a recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to \$1,779,750 for Transportation Paid

Education Campaigns that will initiate in Fiscal Year (FY) 2025.

Background: Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for public involvement for multiple projects including safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), Unmanned Aircraft Safety, and Freight North Texas; the Congestion Management Program (Try Parking It); air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas); and Flexible Funding for Public Involvement/Notifications for possible unanticipated costs that may arise. Efforts will be supported by a combination of Surface Transportation Block Grant (STBG) Program funds, Transportation Planning Funds (TPF), Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, Environmental Protection Agency (EPA) funds, Regional Toll Revenue (RTR), Federal Highway Administration (FHWA) funds, RTC Local funds, private funds, and RTC Transportation Development Credits (TDC) in lieu of cash match. This program has been evaluated through a new screening process that includes legal risk. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, social media, digital, and audio platforms. [Electronic Item 3.1](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Safety

3.2. **November 2024 Transportation Improvement Program Modification Cycle**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other

planning and administrative documents with TIP-related changes.

Background: November 2024 revisions to the 2025-2028 TIP are provided in [Electronic Item 3.2](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

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

Presenter: Ernest Huffman, NCTCOG

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

Background: Since 2017, staff has been collaborating with the region's cities and other relevant stakeholders in integrating Advanced Air Mobility Technologies. Work in this area continues to increase as regional partners have implemented pilot projects with private sector partners. To continue support with these efforts, staff will request an increase of \$1,700,000 in RTC Local funding to work with regional airports, local jurisdictions and other partners to continue efforts within the region on the deployment of AAM operations. If approved, this funding increase will support staffing resources, Phase 2 of the North Texas Airspace Awareness Pilot, development of infrastructure, and other costs associated with AAM operations. [Electronic Item 3.3](#) provides additional information on this item.

Performance Measure(s) Addressed: Safety

1:20 – 1:35

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

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

1. Member Orientation – October 10 or 17, 2024; Prior to the Regional Transportation Council (RTC) Meeting; RTC meeting for October 10 or 17 to be discussed
2. Feedback on Regional Transportation Council 50th Anniversary Celebration
3. Feedback on Attendance at Texas Transportation Commission Meeting
4. Safety Review of Older Freeway Sections
5. Northeast Texas Rural Rail Transportation District Correspondence to the Texas Department of Transportation ([Electronic Item 4.1](#))
6. United States Department of Transportation Correspondence on Federal Aviation Administration Funding ([Electronic Item 4.2](#))
7. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
8. Ozone Season Update ([Electronic Item 4.3](#))
9. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
10. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
11. July – August Public Comment Report ([Electronic Item 4.4](#))
12. September Public Meeting Notice ([Electronic Item 4.5](#))
13. August Public Meeting Minutes ([Electronic Item 4.6](#))
14. Recent News Articles ([Electronic Item 4.7](#))
15. Recent Correspondence ([Electronic Item 4.8](#))
16. Recent Press Releases ([Electronic Item 4.9](#))

1:35 – 1:45

5. **Fiscal Year 2023-2024 Railroad Crossing Elimination Program**

Action Possible Action Information Minutes: 10
Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council (RTC) information on the Fiscal Year (FY) 2023-2024 Railroad Crossing Elimination Program (RCEP), an update on coordinating efforts and technical assistance given to regional partners on candidate projects, and request approval for North Central Texas Council of Governments (NCTCOG) to be the submitting agency for one of those projects. Applications are due to the United

States Department of Transportation (USDOT) by September 23, 2024.

Background: In July 2024, the USDOT announced a FY 2023-2024 Notice of Funding Opportunity (NOFO) to solicit applications for approximately \$1.15 billion in RCEP discretionary grant funds. The Program includes certain funding amounts set aside for the following purposes: (1) Planning - \$38.2 million; (2) Rural/Tribal Grade Crossing Improvement Projects - \$229.3 million; and (3) Highway-Rail Grade Crossing safety information and education programs - \$3 million. Applications for each funding category are due to USDOT by September 23, 2024, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/installation of protective devices, signals, signs, or other measures pertaining to above project types; and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program> is the FY2023-2024 RCEP NOFO that describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key RCEP details, as well as those of the proposed RTC action, is included in [Electronic Item 5](#).

Performance Measure(s) Addressed: Goods Movement, Safety

1:45 – 1:55

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

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request action for the Regional Transportation Council (RTC) to approve the partnership with Dallas Area Rapid Transit (DART) to submit a capital construction grant application and associated federal and local match funds for the Fiscal Year (FY) 2024 Reconnecting Communities Pilot (RCP) discretionary grant program for portions of Phase 3 of the Cotton Belt Trail along the Silver Line rail project. The RTC will also be requested to approve additional Surface

Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program funds and Regional Toll Revenue funding to support this leveraging of requested federal funds.

Background: The United States Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY2024 RCP funding. The Bipartisan Infrastructure Law established the RCP program, with \$457 million allocated for capital construction grant funding in FY2024. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. Staff will provide an overview of the DART partnership and funding recommendations for the proposed capital construction grant to construct Phase 3 sections of the Cotton Belt Trail located in Addison, Carrollton, Coppell, and Dallas. If awarded funding, DART will procure a contractor and manage construction of the trail which is primarily located within rail right-of-way. Additional information is provided in [Electronic Item 6](#).

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

1:55 – 2:05 7.

Fiscal Year 2024 Public Transportation Funding: Programs of Projects

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval on the Fiscal Year (FY) 2024 Public Transportation Funding Programs of Projects will be requested.

Background: As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments (NCTCOG) has developed several Programs of Projects to suballocate approximately \$190.2 million in FY2024 Section 5307, Section 5339, and Section 5337 federal funding to public transit providers in the region. Approximately \$17.1 million in funding will be programmed in the future, including Section 5310 funding. [Electronic Item 7.1](#) includes additional

information. [Electronic Item 7.2](#) contains the proposed FY2024 Programs of Projects.

Performance Measure(s) Addressed: Safety, Transit

2:05 – 2:15

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

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

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

Background: In March 2022, a procurement was issued to secure vendors through the North Central Texas Council of Governments (NCTCOG) TXSHARE Cooperative Purchase for WZDx. Five vendors are under contract to perform work in three areas related to WZDx including converting raw work zone data into WZDx format, establishing WZDx-compliant reporting system and general WZDx services. In June 2023, the RTC directed staff to engage regional partners on project scoping and execution to continue this effort. In addition, the RTC has set aside \$2.5 million to award local governments to implement WZDx services to continue to make progress in this area. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25

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

Action Possible Action Information Minutes: 10

Presenters: Jenny Narvaez and James McLane, NCTCOG

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

Background: In 2022, the RTC adopted 2024 and 2026 targets for the set of federally required performance measures commonly known as PM3. This includes measures broadly related to roadway system performance, freight, and air quality. The RTC now has an opportunity to adjust or reaffirm 2026 targets for a subset of these measures, if appropriate, based on new data and

analysis methodologies. Action on the remainder of the PM3 performance measures is anticipated in early 2025. Please refer to [Electronic Item 9](#) for more details.

Performance Measure(s) Addressed: Air Quality, Roadway

2:25 – 2:40 10. **Draft 2025 Regional Transportation Council Legislative Program and Status of Transit 2.0 – Workshop Discussion**

Action Possible Action Information Minutes: 15

Presenters: Rebekah Gongora and Michael Morris, NCTCOG

Item Summary: The draft Regional Transportation Council (RTC) Legislative Program for the 89th Texas Legislature and Transit 2.0 Task 2 legislative recommendations will be presented.

Background: A RTC workshop on Transit 2.0 and the RTC Legislative Program was held prior to the RTC meeting. The 89th Session of the Texas Legislature will convene on January 14, 2025. In advance of the legislative session, RTC members were provided with an overview of the draft RTC Legislative Program in [Electronic Item 10.1](#) and the Transit 2.0 Task 2 Report in [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Administrative, Transit

2:40 – 2:50 11. **Vision Zero for Human Health Policy**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will present an overview of a new health-based policy that will encourage the development of a non-regulatory monitoring network to track the movement of air pollutants into and within Dallas-Fort Worth (DFW) with a focus on counties that are in nonattainment and near-nonattainment for the ozone and fine particulate matter standards.

Background: The DFW region continues to remain in nonattainment for the pollutant ozone with classifications of severe under the 2008 standard and serious under the 2015 standard. Regulatory monitors in current attainment counties are continuing to rise with many already exceeding both ozone standards. Additionally, the Environmental Protection Agency has lowered the annual standard for fine particulate matter (PM_{2.5}) to 9 micrograms per cubic meter (µg/m³). Two regulatory monitors in the region's most populous counties - Dallas

and Tarrant - currently exceed this standard. Elevated concentrations of ozone and PM_{2.5} are correlated with adverse health effects and are especially prevalent in disadvantaged communities. Increased stringency of federal standards and local increases of monitor values indicate increasing importance of need to better understand the influence of local sources, including the role of transportation, as well as the influence of potential exterior sources, meteorological patterns, and the resulting spatial distribution of pollutants. For more information, see [Electronic Item 11](#).

Performance Measure(s) Addressed: Air Quality

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

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

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

15. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, October 10 or 17, 2024**. The meeting date will be discussed.

Minutes

**Regional Transportation Council
Thursday, August 8, 2024
Irving Convention Center at Las Colinas**

The Regional Transportation Council (RTC) met on Thursday, August 8, 2024, at 2:00 pm, at the Irving Convention Center during the 2024 Infrastructure Summit. The following RTC members or representatives were present: Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Tandy Boroughs (representing Daniel Alemán), Ceason Clemens, Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Gary Fickes, Raul Gonzalez, Lane Grayson, Mojoy Haddad, Ron Jensen, Jill Jester, Brandon Jones, Brad LaMorgese, Stephen Mason, Tammy Meinershagen, Cara Mendelsohn, Ed Moore, Jesse Moreno, John Muns, Omar Narvaez, Long Pham (representing Jim Ross), Matthew Porter, Paul Ridley (representing Adam Bazaldua), David Salazar, Gary Slagel, Andy Sommerman (representing Clay Lewis Jenkins), Bobby Stovall, Jeremy Tompkins, William Tsao, Duncan Webb, and Chad West.

Others present at the meeting were: Donna Adams, Rifat Alam, Javier Arguello, Robin Ayers, Micah Baker, Berrien Barks, Brian Barth, Kelvin Bass, James Bell, Natalie Bettger, Brandi Bird, Jodi Bird, Lonnie Blaydes, Jason Brodian, Michael Buchler, Molly Carroll, Angie Carson, Trey Childress, Melissa Chrisman, Tom Cochill, Michael Collins, Dina Colarossi, Jeff Coulter, Greg Cox, Matt Craig, Tara Crawford, Paul Cristina, Mark Cronenweft, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Bob Dubey, Chad Edwards, Staron Faucher, Janel Forte, Carmen Garcia, Ellen Garcia, Gypsy Gavia, Jillian Giles, Rebekah Gongora, Mike Hale, Robin Handel, Ashley Haney, Tony Hartzel, Mark Holliday, Austin Hood, James Hotopp, R. Ibarra, Joseph Jackson, Amy Johnson, Katie Kachel, Cliff Keheley, Dan Kessler, Kayan Khosla, Ken Kirkpatrick, Matt Klindbeck, Dan Lamers, Tom LeBeau, Nadine Lee, Trudy Lewis, Eron Linn, Aaron Long, Terry Lynne, Karina Maldonado, Leany Malina, Chad Marbut, Dillon Maroney, Omayra Mata, Caroline Mays, Wes Mays, Jack McCarty, Bill Medina, James Meier, Bridell Miers, Arash Mirzaei, Brian Moen, Rebecca Montgomery, Erin Moore, Michael Morris, Aaron Myers, Jeff Neal, Mark Nelson, Jim O'Connor, Brian O'Neill, Cintia Ortiz, Luis Oseguera, Pablo Pena, John Polster, Kelly Porter, James Powell, Lauren Prieur, Jim Proce, Vercie Pruitt-Jenkins, Abbas Rastandeh, Phedra Redifer, Chris Reed, Jacob Roberts, James Rogge, Ruben Roman, Kathryn Rotter, Kelly Rouse, Aaron Russell, David Salmon, Steve Savanberg, Mike Schneider, Rick Shaffer, Brian Shamburger, Kay Shelton, Tom Shelton, Marcus Shepehero, Bill Smith, Toni Stehling, Derek Sweeney, Aaron Tainter, Stephen Tanner, David Timbrell, Kimberlin To, Shane Tully, Jill Van Hoewk, Victor Vandergriff, Paulette Vanderkamp, Paul Wageman, Caroline Waggoner, Jay Walder, Chris Wallace, Jana Wentzel, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, Alicia Winkelblech, Marcus Wood, Glynnis Woolridge, Khalid Yasin, and Mobeen Yousafzai.

1. **Opportunity for Public Comment on Today's Agenda:** Rick Bailey, Regional Transportation Council Vice Chair and Commissioner, Johnson County noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of July 11, 2024, Minutes:** The minutes of the July 11, 2024, meeting were approved as submitted in Electronic Item 2. Jeremy Tompkins (M); Duncan Webb (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.

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

The following topics were listed on the agenda:

1. Regional Transportation Council 50th Anniversary
2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery (Electronic Item 4.1)
3. Connecting the Dots: High-Speed Rail, Transit 2.0, and 2050 Demographics Forecast
4. Op Ed (Electronic Item 4.2)
5. North Central Texas Council of Governments Not Selected Under Environmental Protection Agency Climate Pollution Reduction Grants Implementation Grants Program
6. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction
7. 2023 Annual North Central Texas Council of Governments Roadway Safety Program, Traffic Incident Management Program, and Safety Patrol Performance Measure Report (Electronic Item 4.3)
8. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
9. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
10. 2024 Ozone Season Update (Electronic Item 4.4)
11. Local Clean Air Spotlight (Electronic Item 4.5)
12. July Public Meeting Minutes (Electronic Item 4.6)
13. August Public Meeting Notice (Electronic Item 4.7)
14. June – July Public Comments Report (Electronic Item 4.8)
15. Recent Correspondence (Electronic Item 4.9)
16. Recent News Articles (Electronic Item 4.10)
17. Recent Press Releases (Electronic Item 4.11)

Michael Morris highlighted several topics, including several from those listed above. The Texas Municipal League Conference is scheduled for October 9-11, 2024, which is in conflict with the scheduled October 10 Regional Transportation Council (RTC) monthly meeting date. Michael will work with RTC Chair Clay Lewis Jenkins to determine if the RTC meeting will be moved. Michael requested members to notify Toni Stehling if they would prefer to meet on October 10 or October 17. Staff will notify members once the meeting date is confirmed. Michael plans to attend the August Texas Transportation Commission meeting to represent the RTC during discussion of the United States 380 project in the draft Unified Transportation Plan. Regarding Transit 2.0, Michael noted that a Summit panel was being held following the meeting. Souvenir coins, commemorating the RTC's 50th anniversary as the metropolitan Planning Organization for the Dallas-Fort Worth region, were provided to members in attendance at the celebration luncheon held prior to the meeting. Michael expressed appreciation to North Central Texas Council of Governments staff members Dan Kessler, Brian Wilson, Vercie Pruitt-Jenkins, Rebekah Gongora, Kimberlin To, and Kenny Bergstrom for their hard work on the anniversary luncheon and celebration and RTC members, local governments and their staffs, and the many others that served the RTC and the region over the years for the unbelievable success the RTC has experienced. Souvenir lapel pins were also distributed to members at the RTC meeting. Michael provided a quarterly report on the Changing Mobility performance measures. At airports, the region is 18 percent above pre-COVID (2020) in airport enplanements, which is a significant load that the airports are taking. Michael noted that in the presentation, staff focused on modes of transportation that have bonds, either public sector bonds by the North Texas Tollway Authority (NTTA) or Transportation Infrastructure Finance and Innovation Act (TIFIA) program loans on the region's managed lanes. As of April 2024, toll road volumes and transactions have increased by 13 percent. The data is from April because NTTA presents the data to its Board before releasing it to NCTCOG. The Interstate Highway 35E TEXpress managed lane in Denton

County is up 24 percent in toll transactions. Transit ridership continues to be down by 28 percent. Michael noted that a large part of the transit ridership is not due to the return of workers. Staff will work to see if all of the micro-transit information is being captured because there may be some modes that did not exist prior to COVID that could cause a math error. Michael briefed the Council regarding trends in regional average freeway speeds since 2020. Morning peak-hour speeds are almost back to pre-COVID. Noonday peak traffic is an overlap of two behaviors, people that are not working and travel behavior in a post-COVID world. The PM peak is worse than pre-COVID due to the same behaviors. Cara Mendelsohn, Councilmember, City of Dallas, asked if the presentation was missing transit micro-transit numbers for this month's presentation only or if when numbers were not previously included. Michael Morris responded that he was not sure about the data but he recently noticed that there were modes that may not have existed prior to 2020. He added that he will look into all micro-transit data, prior to and after 2020, to ensure that all micro-transit data is captured, and bring the information back if there is an error or if an update is needed. Steve Babick, Mayor, City of Carrollton noted there seems to be a correlation between the increase in commute times and decrease in ridership in spite of the managed lanes being used. He added that ridership needs to grow in order to get some of the cars off of the freeways and reduce travel time. Michael agreed and added that the easy way out would seem that people jumping in their cars has returned, but more complicated is that the transit mode is related more to the work frequency of the employer and other behaviors that have happened in a COVID world. The more difficult transit mode that is much greater is the frequency of employees to work. Michael added that all of the behaviors mentioned above have contributed to the transit numbers. Regarding Item 3, Connecting the Dots: High-Speed Rail, Transit 2.0, and 2050 Demographics Forecasts, Michael noted that Transit 2.0 and high-speed rail are getting a lot of discussion. 2050 Demographics are out on the street and the numbers are more rural than in previous years. Population capacities are holding in both Dallas and Tarrant Counties which contributed to Michael Morris writing an editorial piece. He noted that population density is needed in historic downtowns, areas with low-income neighborhoods, and around rail stations, among other areas. Staff will work with the Regional Transportation Council on these connected topics to develop an innovative, integrated policy so that the region does not have to chase the issues on the transportation side by getting more taxpayers money but can help on the efficiency side regarding land use, Transit 2.0, and high-speed rail. Michael encouraged everyone to read the editorial provided in Electronic Item 4.2 and look for opportunities to help with density. On Item 5, Michael noted that the North Central Texas Council of Governments (NCTCOG) was not selected for the Environmental Protection Agency's Climate Pollution Reduction Grants Implementation Grants Program. Michael mentioned that Texas Department of Transportation (TxDOT) Dallas District Engineer and RTC member Ceason Clemens wishes to hold the temporary suspension of dynamic pricing as she continues to work with TxDOT headquarters. TxDOT is building Interstate Highway 35 north of LBJ towards Denton and the construction may not have electricity at all locations. Electronic Item 4.3 contained the 2023 Annual NCTCOG Roadway Safety Program, Traffic Incident Management Program, and Safety Patrol Performance Measure Report.

5. **2025 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell of NCTCOG presented information on the 2025 Unified Transportation Program and Regional 10-Year Plan and requested Regional Transportation Council (RTC) action on the proposed changes for the Regional 10-Year Plan Update. Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (TTC) consideration

with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2023, North Central Texas Council of Governments staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth Districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2025 Unified Transportation Program (UTP). Electronic Item 5.1 included additional information about the process. Electronic Item 5.2 contained the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed. Electronic Item 5.4 contained a copy of the letter that was submitted as a public comment on behalf of the region regarding the 2025 UTP. Duncan Webb, Commissioner, Collin County, expressed his support for this item and thanked the Texas Transportation Commission, the Dallas District with the Texas Department of Transportation, and the Regional Transportation Council members for their help in getting the United States 380 project funded.

A motion was made to approve the Regional 10-Year Plan project listing, including the proposed changes on the “Planned Projects” and “Let or Completed Project” listing, and for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other planning/administrative documents as needed to incorporate these changes. Duncan Webb (M); Gyna Bivens (S). The motion passed unanimously.

6. **Dallas-Fort Worth High-Speed Rail: Advancing Environmental Review:** Brendon Wheeler of NCTCOG updated the Council on the Dallas-Fort Worth High-Speed Rail project. Following meetings with relevant project partners and stakeholders since the July 11, 2024, High-Speed Rail Workshop, the project team proposed a path forward to continue advancing the project through preliminary engineering and environmental documentation in the National Environmental Policy Act (NEPA) process. Additional project funding was requested of the Regional Transportation Council (RTC) as a result of the additional alignment alternatives and the ensuing effect on the NEPA process. Surface Transportation Block Grant Program funds were requested for this purpose, with the request not to exceed 15 percent of the original consultant contract budget. In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases. The first phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor in 2021. The second phase includes conceptual and preliminary engineering and an environmental analysis within the NEPA process, resulting in a federal government action identifying the project’s next steps. Following the RTC’s workshop held on July 11, 2024, the project team has coordinated with the Federal Transit Administration; Federal Railroad Administration; other federal and state partners involved in the NEPA process; the cities of Dallas, Fort Worth, and Arlington; Amtrak; and other project partners and stakeholders. These discussions inform the direction staff presented on which downtown Dallas alignments to advance and impact to NEPA scope and schedule. More information was included in Electronic Item 6. Michael Morris mentioned that a request was received from the Dallas City Manager’s office asking that the Regional Transportation Council (RTC) make sure there is a rail connection to the Dallas Convention Center. Michael noted that any station would have access to the Convention Center. Omar Narvaez, Councilmember, City of Dallas and Chair of the Dallas Transportation and Infrastructure Committee, thanked the RTC, the City of Fort Worth, and the City of Arlington, for giving the City of Dallas time to complete the economic impact study for the downtown portion of the high-speed rail alignment, and for working with the City of Dallas. He also mentioned the Request for Proposals for the economic impact study was approved and the

goal for completion is October 2024. Cara Mendelsohn, Councilmember, City of Dallas asked is there was a plan to rebuild Interstate Highway 30 and whether taxes or federal funds would be used to pay for the rebuild. Michael Morris responded that the section Councilmember Mendelsohn was questioning was in the Western Subregion and that the IH 30 corridor from Arlington to downtown Dallas is complete. In the Western Subregion, there is an apron situation that is elevated. The original toll road exists from Cooper Street west. The Texas Department of Transportation (TxDOT) is designing the IH 30 corridor and they may elect to do the same as the TxDOT Dallas District, which would be elevated. To potentially reduce the costs of high-speed rail by giving the priority grade and tangent to high-speed rail and permitting the freeway to flex around it. Councilmember Mendelsohn also asked why the Trinity Park Conservatory was included in the presentation in a different color than the other stakeholders and added that everyone that is part of the public involvement process should be included in the list. Michael said that staff did not think to include the group previously but that the group had requested a meeting and for full disclosure, he requested that the group be added to the slide. He added that the slide included every that staff thought to meet with or those groups that requested meetings and mentioned that staff would be happy to meet with anyone if provided with names and contact information. Omar Narvaez stated that multiple community meetings have been held in West Dallas and the proposed alignment does not go through the park, it goes adjacent to it. He added that the Conservancy agreed to have it above their parking lot so that it would not affect anything. Gyna Bivens, Mayor Pro Tem, City of Fort Worth commented that it is important to have full transparency and requested a list of persons and groups that staff has met with or spoken with regarding high-speed rail. She also thanked the City of Dallas for listening to the members' concerns about making sure that the economic impact study is completed in time and that the project is not in danger of losing federal funding.

A motion was made to approve the two Dallas Alignment Options: 1) Concept West of Downtown: advance planning and stakeholder coordination, and 2) Alignment East of Hyatt with Pedestrian Lobby (2B): review opportunities in National Environmental Policy Act (NEPA) to maintain option pending results of Dallas' Economic Impact Study; continue advancing high-speed rail through the NEPA process; coordinate with Federal Transit Administration and Federal Railroad Administration on appropriate process and schedule in NEPA; direction for staff to respond to Amtrak's position regarding the possible move from Alignment Option 2B; and increase the study budget by \$1,650,343 in Surface Transportation Block Grant Program funds for the project team to accomplish the actions listed above. Omar Narvaez (M); Elizabeth Beck (S). The motion passed unanimously.

- 7. Safe Streets and Roads for All Planning Grant Application:** Karla Windsor of NCTCOG presented background information on the regional planning grant application and requested action for the Regional Transportation Council (RTC) to approve the submittal of the application and local match funds for the Fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program. United States Department of Transportation announced a Notice of Funding Opportunity for the solicitation of applications for FY2024. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over five years. A maximum of one grant application of any type may be submitted per agency each cycle. Staff provided an overview of the proposed regional planning grant totaling \$2 million to be submitted by the North Central Texas Council of Governments (NCTCOG). The grant application requested \$1.6 million in SS4A federal funds and requested RTC approval of \$400,000 of RTC Local funds for the required 20 percent local match. If awarded, the planning grant will advance the regional Pedestrian Safety Action Plan by conducting a feasibility study and in-depth planning for regional trail

and on-street bikeway connections through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills to passenger rail stations in northeast Tarrant County including various Trinity Metro TEXRail stations and the Trinity Railway Express Trinity Lakes station. This supplemental safety planning included the future Cotton Belt Trail alignment between Fort Worth and North Richland Hills and numerous necessary safe trail crossings of major arterial roadways, highways, freight railroads, and waterways. An overview of the proposed planning was contained in Electronic Item 7.

Cara Mendelsohn, Councilmember, City of Dallas, noted her support for this this agenda item and asked if it is the intent of the Regional Transportation Council to fund the entire length of the Cotton Belt Trail. Karla Windsor responded that there may be supplemental dollars over time. Karla added that staff's first priority was to develop the design and establish cost estimates for the remaining gap in the West. The Cara Mendelsohn stated she thought it was the responsibility of the RTC to fund a trail that would connect Plano to Fort Worth, and it was regionally significant and important to the region.

A motion was made to approve submission of the North Central Texas Council of Governments (NCTCOG) planning grant application for the Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program, the use of \$400,000 in RTC Council Local funds for non-federal match should the project be selected for funding; and direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to incorporate these changes should the project be selected for funding. Jeremy Tompkins (M); Ed Moore (S). The motion passed unanimously.

8. Regional Transportation Council Legislation Program and Status of Transit 2.0:

Michael Morris, NCTCOG introduced Michael Schneider, InfraStrategies, and Jay Walder, McKinsey & Company to the Regional Transportation Council as the consultants on contract for the Transit 2.0 initiative. Significant progress is underway. Michael highlighted the tasks associated with Transit 2.0 and the role of the RTC in the implementation of each task. Electronic Item 8.1 provided additional information on Transit 2.0 and Electronic Item 8.2 provided the schedule for the legislative program.

There were no questions or comments on this item.

9. Implications to Mobility 2050 Based on New Demographics: Dan Kessler and Brendon Wheeler, NCTCOG, provided a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including approaches to integrating the new demographic forecast, public perceptions and needs, and policy considerations. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan at a minimum of every 4 years and to look at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal Transportation Conformity. The updated plan includes a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Regional Control Totals were shared with the Regional Transportation Council in June. North Central Texas Council of Governments Research and Information Services and Transportation staff have completed an analysis and modeled a forecast for 2050 Population and Employment throughout the region, which is currently under local review. The implications of this forecast on the transportation system were presented.

Michael Morris emphasized the need for those communities in the transit authorities to review their demographics and holding capacities to determine if they can take more demographic activity, particularly around their rail stations. There is a need to grow the transportation authorities, either through memberships or their local government corporation. He encouraged the local governments to build density around rail stations and traditional downtowns or other areas that have economic development opportunities to get as much infill as possible. He stated that if this demographic forecast continues, the taxation on the transportation system is not sustainable; enough transportation cannot be built to meet such an inefficient land use.

Chad West, Councilmember, City of Dallas stated that the presentation was eye opening and asked for clarification on whether the \$33.5 billion shown in the presentation was the cost of construction or the cost of lost income. Brendon responded that this dollar amount is basically a user cost of the delay experienced in congestion, so the time lost and the opportunity cost of the individuals caught in congestion, either going to or from work, or those individuals that are working and trying to reach another job and aren't able to make it due to congestion. Councilmember West then asked if the amount was based off of area median income. Michael Morris responded that the standard procedure is to use the median wage rate. He added that staff thinks this number is too high and as a homework assignment they will continue to review it over the next two months.

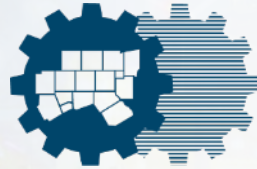
Cara Mendelsohn, Councilmember, City of Dallas, stated that Dallas is having strong conversations about density and pointed out that most of the highest intensity red areas shown on the 2050 Level of Congestion map are actually not in Dallas and do not have very strong transit. She asked if there might be some sort of consideration to membership in DART in NCTCOG's analysis. Michael Morris responded that there were two solutions: 1) grow the transportation authorities, either in membership or in local government corporation and 2) infill as much demographic growth as we can around existing passenger rail stations. More information on both topics will be provided in Transit 2.0. Councilmember Mendelsohn then stated that the area she represents is the second most dense in Dallas and is a member of DART. Michael stated that the area Councilmember Mendelsohn represents has very little transit in the community, and he believes that a lot of the traffic is coming from outside the DART service area and doesn't have transit. The policy of integrating transit to end stations is a very complicated policy in DART and that's what Transit 2.0 is trying to solve.

Steve Babbick noted that the congestion map doesn't reflect Transit 2.0 and he was looking forward to hearing the information that would be provided in the Transit 2.0 session following the Regional Transportation Council meeting.

William Tsao, citizen representative, City of Dallas, asked for a little more explanation on the models used regarding population growth as well as job opportunity growth. Dan Kessler provided an explanation on the mechanics of the modeling process. The transportation system for the year being simulated is put in the model, then the demographic process sees the congestion for the next five years of allocation. The accessibility to jobs, residences to jobs, and jobs to residences is captured in that process. NCTCOG is connecting the relationship between accessibility and job growth and residential growth in five-year increments based on an understanding of what the transportation infrastructure is going to be at the time of each forecast. Every five years the transportation system is used to determine where the next population and employment growth will be.

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):** On behalf of Dallas County, Commissioner Theresa Daniel presented a resolution honoring the Regional Transportation Council's (RTC) 50th anniversary as the Metropolitan Planning Organization for the Dallas-Fort Worth region to RTC Vice Chair Rick Bailey
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 on September 12, 2024, at the North Central Texas Council of Governments.

The meeting adjourned at 3:40 pm.



NCTCOG PRESENTATION

Transportation Paid Education Campaigns for Fiscal Year 2025

WHITNEY VANDIVER |
REGIONAL TRANSPORTATION COUNCIL |
SEPTEMBER 12, 2024

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



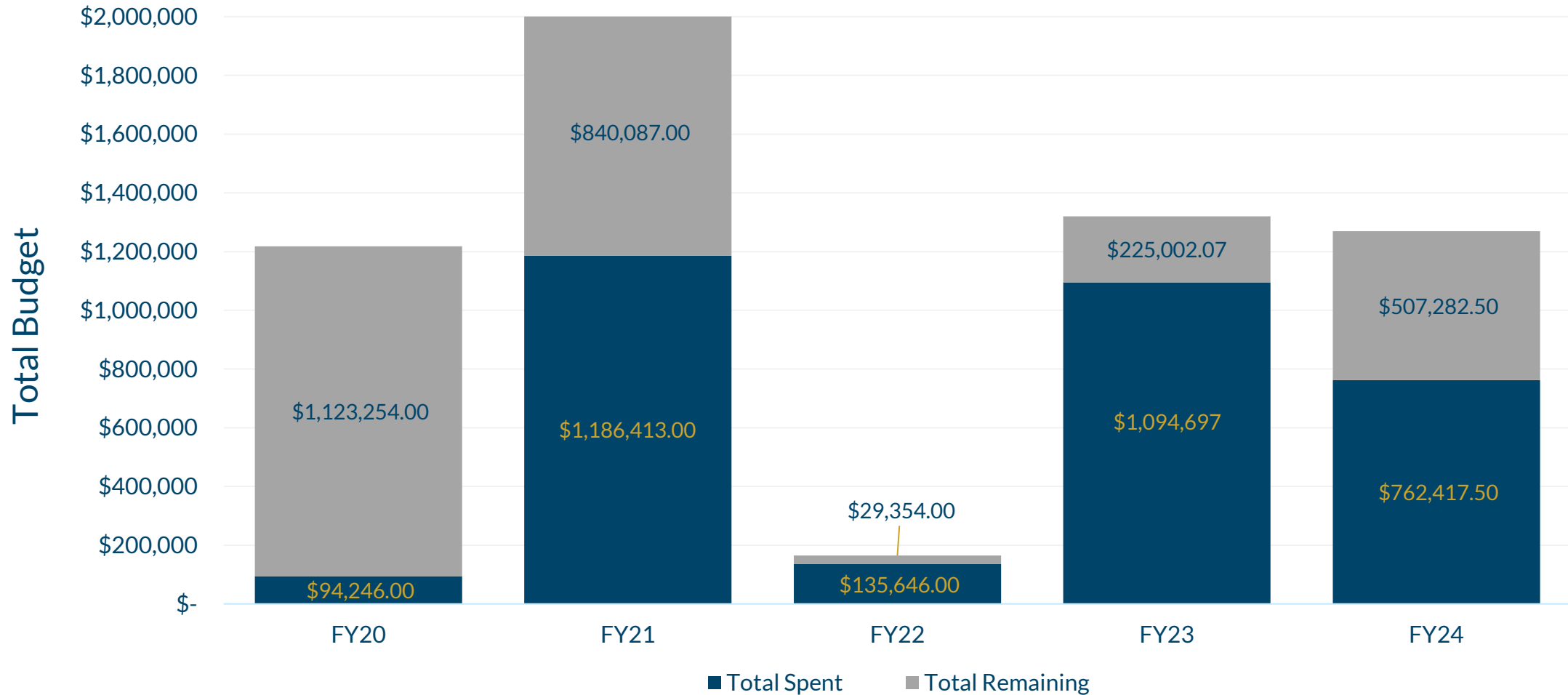
EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allow for:

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



EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2020-2024



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

Transportation Paid Education Campaigns for Fiscal Year 2025



EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY- TRY PARKING IT

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

Strategy & Audience Breakdown:

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

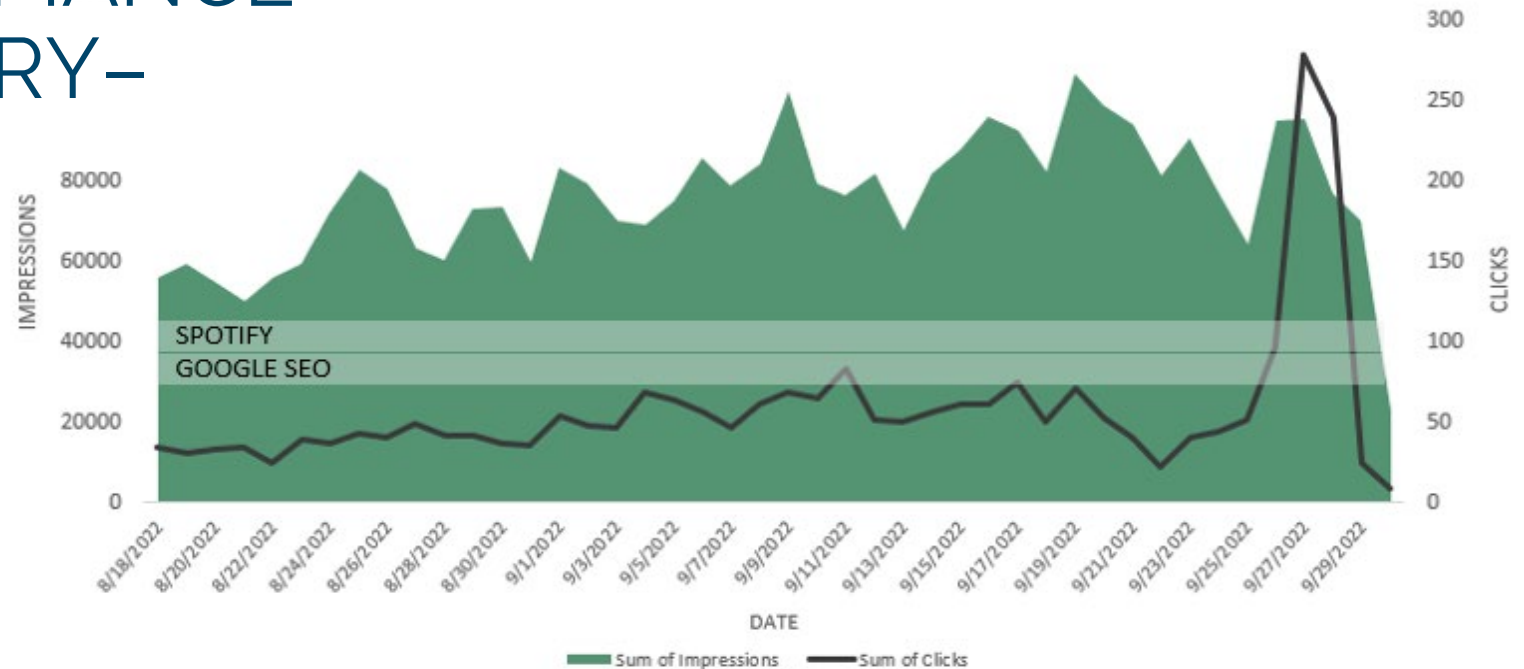
Future Recommendations:

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

FY22 Budget: \$30,000

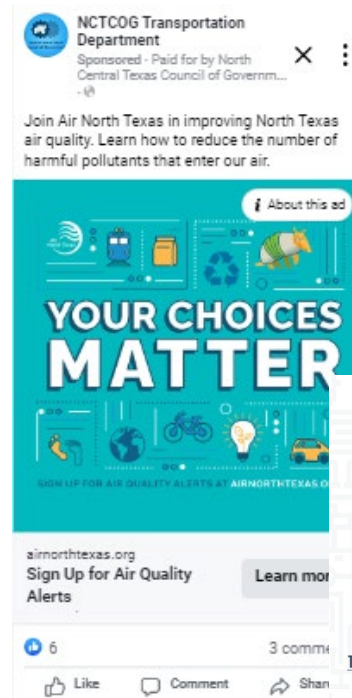


FY22 TRY PARKING IT OVERVIEW



EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

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



TRANSPORTATION REUNIÓN PÚBLICA

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

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

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

TEMAS DE PRESENTACIÓN:

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

TEMAS DE REVISIÓN Y COMENTARIOS EN LÍNEA:

- Modificaciones a la Lista de Propuestas para los Proyectos Financiados

PARA SU INFORMACIÓN:

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

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



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

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

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

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



PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES FOR FY2025

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

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



PROPOSED ACTION

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

Public Involvement

Drive Aware North Texas

Look Out Texans

Unmanned Aircraft Safety

Freight North Texas

Try Parking It

Ozone Season Emissions Reduction Campaign (Air North Texas)

Car Care Awareness



CONTACT US



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Program Manager

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How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
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 NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revise scope to differentiate between the interim and ultimate improvements as identified in MTP 2045.

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revise scope to differentiate between the interim and ultimate improvements as identified in MTP 2045.

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Revise scope to include shared use path.**

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: **Revise scope to include shared use path.**

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21077 **Facility:** CS **Location/Limits From:** ON MERRITT ROAD FROM PRESIDENT GEORGE BUSH TURNPIKE TO CHIESA ROAD **Modification #:** 2025-0028

Implementing Agency: ROWLETT **Location/Limits To:** CHIESA ROAD

County: DALLAS **CSJ:** 0918-47-384

City: ROWLETT **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED USE PATHS, SIDE WALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK

Request: REVISE LIMITS TO ON MERRITT ROAD FROM EAST OF PRESIDENT GEORGE BUSH TURNPIKE TO CHIESA ROAD; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED USE PATHS ON BOTH SIDES, LIGHTING, LANDSCAPING; CONSTRUCT BRIDGE WITH SHARED USE PATHS AND PEDESTRIAN AMENITIES

Comment: FEDERAL FUNDS TO PAY FOR STRUCTURAL, SAFETY, AND LIGHTING ASPECTS OF THE PROJECT; ALL FEDERALLY INELIGIBLE AMENITIES WILL BE PAID WITH LOCAL CONTRIBUTION PAID BY THE CITY OF ROWLETT

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Delay TIP modification to determine eligibility and work out scope details.

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Revised limits from "IH 35W to Newt Patterson Rd" to "Oak Grove Rd to Newt Patterson Rd" and revised scope to include shared use path with no change to total project cost.

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

TIP Code: 21082 **Facility:** CS **Location/Limits From:** ON COPENHAGEN AVE FROM OLYMPUS BOULEVARD **Modification #:** 2025-0054
Implementing Agency: DALLAS **Location/Limits To:** BELT LINE ROAD
County: DALLAS **CSJ:** 0918-47-352
City: DALLAS **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY
Request: CLARIFY PROJECT LIMITS TO ON COPENHAGEN AVE FROM E BELT LINE ROAD TO SOUTH OF THE DART ROW

CURRENTLY APPROVED:

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

STTC APPROVED:

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

REVISION REQUESTED:

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

Revisions since STTC Meeting: Request updated to only include the clarification of the limits from E Belt Line Road to South of the DART ROW with no change to the scope of the project or addition of a locally funded engineering phase.

PROPOSED NOVEMBER 2024 TIP MODIFICATIONS FOR RTC MEETING

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

REVISION REQUESTED:

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

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

REVISION REQUESTED:

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

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 NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2025-0060

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>	
12885.23	TRANSIT FACILITY PLANNING AND DESIGN	2025	CAPITAL	\$536,155	\$0	\$0	\$134,039	0	\$670,194	ADD PROJECT TO TIP/STIP; AREAS OF PERSISTENT POVERTY - DISCRETIONARY GRANT	
TOTAL:				\$536,155	\$0	\$0	\$134,039	0	\$670,194		

Revisions since STTC Meeting:

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0061

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 733,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>		
12904.21	CAPITAL COST OF CONTRACTING - VIA	2024	CAPITAL	\$4,087,777	\$0	\$0	\$0	817,556	\$4,087,777		
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000		
12971.21	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296		
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554		
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000		
TOTAL:				\$6,404,791	\$0	\$0	\$1,228,836	950,556	\$7,633,627		

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>	
12904.21	CAPITAL COST OF CONTRACTING - VIA	2025	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	DECREASE FUNDING; GROUPED	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE	
12971.21	DYNAMIC DIRECT ROUTE	2025	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296	NO CHANGE	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2025	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2025	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE	
TOTAL:				\$5,317,014	\$0	\$0	\$1,228,836	733,000	\$6,545,850		

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0062

Request: REVISE FY2022 PROGRAM OF PROJECTS AND INCREASE FUNDING

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 1,366,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) WERE UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

Currently Approved:

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>
12037.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$1,040,435	\$341,663	\$0	\$698,772	0	\$2,080,870
12904.22	CAPITAL COST OF CONTRACTING- VIA RIDESHARE	2025	CAPITAL	\$4,412,223	\$0	\$0	\$0	882,444	\$4,412,223
12906.22	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000
12907.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000
TOTAL:				\$6,782,658	\$341,663	\$0	\$698,772	1,148,444	\$7,823,093

Revision Requested:

Revision Requested:										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>
12037.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	\$1,040,435	\$341,663	\$0	\$698,772	0	\$2,080,870	NO CHANGE; GROUPED
12904.22	CAPITAL COST OF CONTRACTING- VIA RIDESHARE	2025	CAPITAL	\$5,500,000	\$0	\$0	\$0	1,100,000	\$5,500,000	INCREASE FUNDING (TDCS [MPO])
12906.22	CAPITAL COST OF CONTRACTING - HANDITRAN	2025	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000	NO CHANGE; GROUPED
12907.22	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000	NO CHANGE; GROUPED
TOTAL:				\$7,870,435	\$341,663	\$0	\$698,772	1,366,000	\$8,910,870	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0063

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,591 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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	2022	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	
12871.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	
TOTAL:				\$80,454	\$0	\$0	\$1,500	14,591	\$81,954	

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>
12781.21	ACQUISITION OF SIGNAGE	2025	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	NO CHANGE
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
TOTAL:				\$80,454	\$0	\$0	\$1,500	14,591	\$81,954	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0064

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 32,400 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: #Type!

Currently Approved:

			<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>
12748.22	ACQUISITION OF SOFTWARE	2023	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000
12750.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$42,000	\$0	\$0	\$0	8,400	\$42,000
TOTAL:				\$162,000	\$0	\$0	\$0	32,400	\$162,000

Revision Requested:

			<u>FUNDING TABLE:</u>							<u>REVISION REQUESTED</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>	<u>BY PROJECT</u>
12748.22	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12750.22	PROJECT ADMINISTRATION	2026	CAPITAL	\$42,000	\$0	\$0	\$0	8,400	\$42,000	DELAY TO 2026 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
TOTAL:				\$162,000	\$0	\$0	\$0	32,400	\$162,000	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0066

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 71,400 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: #Type!

Currently Approved:

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>	
12010.22	ACQUISITION OF HARDWARE	2023	CAPITAL	\$135,000	\$0	\$0	\$0	27,000	\$135,000	
12019.22	ACQUISITION OF STORAGE SHED	2023	CAPITAL	\$7,000	\$0	\$0	\$0	1,400	\$7,000	
12020.22	ACQUISITION OF SOFTWARE	2023	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000	
12860.22	ACQUISITION OF SECURITY EQUIPMENT	2023	CAPITAL	\$170,000	\$0	\$0	\$0	34,000	\$170,000	
TOTAL:				\$357,000	\$0	\$0	\$0	71,400	\$357,000	

Revision Requested:

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>
12010.22	ACQUISITION OF HARDWARE	2025	CAPITAL	\$135,000	\$0	\$0	\$0	27,000	\$135,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12019.22	ACQUISITION OF STORAGE SHED	2025	CAPITAL	\$7,000	\$0	\$0	\$0	1,400	\$7,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12020.22	ACQUISITION OF SOFTWARE	2025	CAPITAL	\$45,000	\$0	\$0	\$0	9,000	\$45,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12860.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$170,000	\$0	\$0	\$0	34,000	\$170,000	DELAY TO 2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
TOTAL:				\$357,000	\$0	\$0	\$0	71,400	\$357,000	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2025-0068

Request: REVISE FY2019 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: #Type!

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>
12067.19	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$205,359	\$0	\$0	\$205,359	0	\$410,718
TOTAL:				\$205,359	\$0	\$0	\$205,359	0	\$410,718

Revision Requested:

FUNDING TABLE:										<u>REVISION REQUESTED BY PROJECT</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>	
12067.19	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; GROUPED
12873.19	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$205,359	\$0	\$0	\$205,359	0	\$410,718	ADD PROJECT TO TIP/STIP
TOTAL:				\$205,359	\$0	\$0	\$205,359	0	\$410,718	

Revisions since STTC Meeting:

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2025-0069

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: #Type!

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>
12067.20	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$217,527	\$0	\$0	\$217,527	0	\$435,054
TOTAL:				\$217,527	\$0	\$0	\$217,527	0	\$435,054

Revision Requested:

FUNDING TABLE:										<u>REVISION REQUESTED BY PROJECT</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>	
12067.20	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12873.20	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$217,527	\$0	\$0	\$217,527	0	\$435,054	ADD PROJECT TO TIP/STIP
TOTAL:				\$217,527	\$0	\$0	\$217,527	0	\$435,054	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0070

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: #Type!

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>	
12067.21	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$177,114	\$0	\$0	\$177,114	0	\$354,228	
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	
TOTAL:				\$222,946	\$0	\$0	\$188,572	0	\$411,518	

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>
12067.21	COLLIN COUNTY RIDES-OPERATING ASSISTANCE	2025	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; GROUPED
12852.21	MOBILITY MANAGEMENT	2025	CAPITAL	\$45,832	\$0	\$0	\$11,458	0	\$57,290	NO CHANGE
12873.21	CAPITAL COST OF CONTRACTING	2025	CAPITAL	\$177,114	\$0	\$0	\$177,114	0	\$354,228	ADD PROJECT TO TIP/STIP
TOTAL:				\$222,946	\$0	\$0	\$188,572	0	\$411,518	

Revisions since STTC Meeting:

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2025-0071

Request: REVISE FY2023 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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

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>
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$18,873,724	\$0	\$0	\$4,718,431	0	\$23,592,155	INCREASE FUNDING; GROUPED
12549.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	NO CHANGE
12671.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485	NO CHANGE
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646	NO CHANGE
12967.23	PURCHASE OF SERVICE - MANSFIELD	2025	CAPITAL	\$1,121,930	\$0	\$0	\$280,483	0	\$1,402,413	INCREASE FUNDING; GROUPED
TOTAL:				\$22,532,559	\$0	\$0	\$5,633,140	0	\$28,165,699	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2025-0073

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>	
12013.20	OPERATING ASSISTANCE - JARC	2021	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	
TOTAL:				\$300,000	\$0	\$0	\$300,000	0	\$600,000	

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>
12013.20	OPERATING ASSISTANCE - JARC	2025	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	DELAY PROJECT TO FY2025 AND ADD TO TIP/STIP
TOTAL:				\$300,000	\$0	\$0	\$300,000	0	\$600,000	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2025-0074

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 371,859 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: #Type!

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>	
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	
12576.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000	
12813.20	GENERAL PLANNING	2021	PLANNING	\$287,411	\$0	\$0	\$0	57,482	\$287,411	
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$562,636	\$0	\$0	\$140,659	0	\$703,295	
TOTAL:				\$2,575,069	\$0	\$0	\$140,659	357,488	\$2,715,728	

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>
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	NO CHANGE
12576.20	PURCHASE REPLACEMENT VEHICLES	2025	CAPITAL	\$900,000	\$0	\$0	\$0	135,000	\$900,000	NO CHANGE
12813.20	GENERAL PLANNING	2025	PLANNING	\$287,411	\$0	\$0	\$0	71,853	\$287,411	DELAY TO FY2025 AND ADD TO TIP/STIP
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	NO CHANGE
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$2,012,433	\$0	\$0	\$0	371,859	\$2,012,433	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0075

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 220,962 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

Currently Approved:

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>	
12206.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	
12870.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	\$190,801	\$0	\$0	\$0	38,160	\$190,801	
TOTAL:				\$1,295,607	\$0	\$0	\$0	259,122	\$1,295,607	

Revision Requested:

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>
12206.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	NO CHANGE
12870.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$552,403	\$0	\$0	\$0	110,481	\$552,403	NO CHANGE; GROUPED
12900.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$1,104,806	\$0	\$0	\$0	220,962	\$1,104,806	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0078

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 28,943 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>
12150.21	OPERATING ASSISTANCE	2022	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364
12625.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000
TOTAL:				\$420,396	\$0	\$0	\$275,682	28,943	\$696,078

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>
12150.21	OPERATING ASSISTANCE	2025	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364	DELAY PROJECT TO 2025; ADD PROJECT TO TIP/STIP
12625.21	PREVENTIVE MAINTENANCE	2025	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309	DELAY PROJECT TO 2025; ADD PROJECT TO TIP/STIP (MPO TDCS)
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405	NO CHANGE
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000	NO CHANGE
TOTAL:				\$420,396	\$0	\$0	\$275,682	28,943	\$696,078	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0079

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,316 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>	
12375.22	PROJECT ADMINISTRATION	2023	CAPITAL	\$6,581	\$0	\$0	\$0	1,316	\$6,581	
12711.22	MOBILITY MANAGEMENT	2023	CAPITAL	\$65,000	\$0	\$0	\$0	13,000	\$65,000	
			TOTAL:	\$71,581	\$0	\$0	\$0	14,316	\$71,581	

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>
12375.22	PROJECT ADMINISTRATION	2025	CAPITAL	\$6,581	\$0	\$0	\$0	1,316	\$6,581	DELAY TO FY2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
12711.22	MOBILITY MANAGEMENT	2025	CAPITAL	\$65,000	\$0	\$0	\$0	13,000	\$65,000	DELAY TO FY2025 AND ADD PROJECT TO TIP/STIP (TDCS [MPO])
			TOTAL:	\$71,581	\$0	\$0	\$0	14,316	\$71,581	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2025-0081

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 333,821 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL PROVIDER TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>		
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888		
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000		
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600		
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$749,107	\$0	\$0	\$35,600	114,221	\$784,707		
12990.19	CONSTRUCTION OF PARKING FACILITY	2025	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000		
TOTAL:				\$3,031,051	\$0	\$0	\$1,077,144	333,821	\$4,108,195		

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>	
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	NO CHANGE	
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	NO CHANGE	
12627.19	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600	NO CHANGE	
12717.19	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,332,214	\$0	\$0	\$56,377	214,221	\$1,388,591	INCREASE FUNDING (TDCS [MPO]); GROUPED	
12990.19	CONSTRUCTION OF PARKING FACILITY	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$3,114,158	\$0	\$0	\$1,097,921	333,821	\$4,212,079		

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2025-0084

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>		
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942		
12915.19	MOBILITY MANAGEMENT-STRATEGIC PARTNERSHIPS	2025	CAPITAL	\$1,657,650	\$0	\$0	\$0	331,530	\$1,657,650		
TOTAL:				\$2,021,592	\$0	\$0	\$0	331,530	\$2,021,592		

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>	
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942	NO CHANGE	
12915.19	MOBILITY MANAGEMENT-STRATEGIC PARTNERSHIPS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$363,942	\$0	\$0	\$0	0	\$363,942		

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0086

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>		
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425		
12752.21	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2025	CAPITAL	\$469,298	\$0	\$0	\$0	93,860	\$469,298		
TOTAL:				\$857,723	\$0	\$0	\$0	93,860	\$857,723		

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>	
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425	NO CHANGE	
12752.21	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$388,425	\$0	\$0	\$0	0	\$388,425		

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2025-0087

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 646,656 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>	
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,023	\$0	\$0	\$0	115,605	\$578,023	
TOTAL:				\$578,023	\$0	\$0	\$0	115,605	\$578,023	
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>	BY PROJECT
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022	DECREASE FUNDING
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$3,233,280	\$0	\$0	\$0	3,233,280	\$646,656	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$3,811,302	\$0	\$0	\$0	3,348,885	\$1,224,678	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2025-0088

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

UZA: DENTON-LEWISVILLE

Comment: 68,708 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>	
12677.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$38,170	\$0	\$0	\$0	0	\$38,170	
TOTAL:				\$38,170	\$0	\$0	\$0	0	\$38,170	
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>	BY PROJECT
12677.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$38,170	\$0	\$0	\$0	0	\$38,170	NO CHANGE
12808.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$343,539	\$0	\$0	\$0	68,708	\$343,539	ADD PROJECT TO TIP/STIP (MPO TDCs)
TOTAL:				\$381,709	\$0	\$0	\$0	68,708	\$381,709	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2025-0089

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 283,224 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>		
12919.19	PURCHASE OF SERVICE - THE COLONY	2020	CAPITAL	\$75,000	\$0	\$0	\$0	15,000	\$75,000		
12920.19	PURCHASE OF SERVICE - LITTLE ELM	2020	CAPITAL	\$15,000	\$0	\$0	\$0	3,000	\$15,000		
TOTAL:				\$90,000	\$0	\$0	\$0	18,000	\$90,000		

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

Revisions since STTC Meeting:

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2025-0090

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 247,777 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>		
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000		
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	\$35,000	\$0	\$0	\$0	7,000	\$35,000		
TOTAL:				\$65,000	\$0	\$0	\$0	13,000	\$65,000		

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

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0091

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 98,164 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>	
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877	
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2022	CAPITAL	\$176,815	\$0	\$0	\$0	35,363	\$176,815	
TOTAL:				\$338,692	\$0	\$0	\$0	67,738	\$338,692	

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>	
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877	NO CHANGE	
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2025	CAPITAL	\$328,941	\$0	\$0	\$0	65,789	\$328,941	INCREASE FUNDING; DELAY PROJECT TO FY2025 AND ADD PROJECT TO THE TIP/STIP (MPO TDCs)	
TOTAL:				\$490,818	\$0	\$0	\$0	98,164	\$490,818		

Revisions since STTC Meeting:

Implementing Agency: STAR TRANSIT

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2025-0092

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>	
12704.21	PURCHASE OF SERVICE	2022	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	
TOTAL:				\$485,072	\$0	\$0	\$121,268	0	\$606,340	

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>	
12704.21	PURCHASE OF SERVICE	2022	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	NO CHANGE	
12715.21	PURCHASE OF SERVICE - DUNCANVILLE	2025	CAPITAL	\$42,474	\$0	\$0	\$10,619	0	\$53,093	ADD PROJECT TO TIP/STIP	
12718.21	PURCHASE OF SERVICE - CEDAR HILL	2025	CAPITAL	\$104,363	\$0	\$0	\$26,091	0	\$130,454	ADD PROJECT TO TIP/STIP	
12719.21	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$170,335	\$0	\$0	\$42,584	0	\$212,919	ADD PROJECT TO TIP/STIP	
TOTAL:				\$802,244	\$0	\$0	\$200,562	0	\$1,002,806		

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2025-0093

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 97,014 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: #Type!

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>	
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,014	\$485,072	
TOTAL:				\$485,072	\$0	\$0	\$0	97,014	\$485,072	
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>	BY PROJECT
12719.22	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	INCREASE FUNDING; GROUPED
TOTAL:				\$1,288,776	\$0	\$0	\$200,926	97,014	\$1,489,702	

Revisions since STTC Meeting:

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2025-0094

Request: REVISE FY2023 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: #Type!

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>	
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	\$2,000,000	\$0	\$0	\$2,000,000	0	\$4,000,000	
12972.23	SMART BUS TECHNOLOGY	2025	CAPITAL	\$833,000	\$0	\$0	\$208,250	0	\$1,041,250	
TOTAL:				\$2,833,000	\$0	\$0	\$2,208,250	0	\$5,041,250	
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>	BY PROJECT
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$4,000,000	REDUCE LOCAL SHARE; COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING
12972.23	SMART BUS TECHNOLOGY	2025	CAPITAL	\$833,000	\$0	\$0	\$208,250	0	\$1,041,250	NO CHANGE; COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING
TOTAL:				\$2,833,000	\$0	\$0	\$708,250	0	\$5,041,250	

Revisions since STTC Meeting:



North Texas Advanced Air Mobility and Uncrewed Aviation Systems Funding

September 12, 2024

Regional Transportation Council

Ernest Huffman, Program Manager

North Central Texas Council of Governments

Aviation Program Area Funding Requests

1. Funding for New Transportation Planner

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

2. Funding for North Texas Airspace Awareness Pilot

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

3. Funding for matching funds for world cup 2026 operations

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



Contact



Ernest Huffman

Program Manager

Aviation Planning and Education

Email: ehuffman@nctcog.org





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

August 19, 2024

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

Dear Mr. Williams:

The North Central Texas Council of Governments (NCTCOG) is committed to the preservation of the Northeast Texas Rural Rail Transportation District (NETEX) as a rail transportation corridor. The NETEX rail line is an important economic driver of goods movement in Northeast Texas and has potential for growth; however, the entire corridor needs infrastructure improvements, including improving the track and bridges, in order to bring it into a state of good repair.

The NETEX railroad corridor is important to both the Northeast Texas and North Central Texas regions and NCTCOG is dedicated to making the corridor more viable. The corridor runs from the Titus-Franklin County line to Wylie/Lavon in Collin County. A portion of the corridor is located within the NCTCOG region from Greenville in Hunt County to Lavon in Collin County (see the enclosed map for reference). Much of the corridor in the NCTCOG region does not have tracks or active rail operations. To help preserve the right-of-way for future rail operations and prevent the use of the corridor for uses such as toll roads, NCTCOG plans to do the following:

- Request the Regional Transportation Council fund the purchase of the right-of-way located within the NCTCOG region.
- Propose a temporary, soft surface hike-and-bike trail within the NETEX right-of-way where there is no existing rail infrastructure.
- Preserve the corridor for future rail use and provide interim use of the corridor.

In the remaining section with existing railroad tracks and operations, NCTCOG will recommend funding to improve the rail infrastructure to bring the rail tracks, bridges, and other infrastructure up to a state of good repair.

The importance of maintaining the NETEX right-of-way as a freight-focused rail line cannot be overstated for both TxDOT and NCTCOG. NCTCOG understands that TxDOT owns portions of the right-of-way in the NETEX corridor and has a lien on a section of the corridor. NCTCOG would like to partner with TxDOT to help resolve any hurdles that would prevent the improvement of the NETEX corridor and to identify partnership opportunities for future funding initiatives to improve the NETEX rail line.

We look forward to furthering the partnership between our agencies and continuing to work with you on this important matter. Thank you for your time and consideration. If you would like to discuss this further, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, stylized "M" and "M".

Michael Morris, P.E.
Director of Transportation

MJ:cmg
Enclosure

cc: Ceason Clemens, P.E., Dallas District Engineer, Texas Department of Transportation
Christie Gotti, Senior Program Manager, North Central Texas Council of Governments
Karla Windsor, Senior Program Manager, North Central Texas Council of Governments

NETEX Right of Way

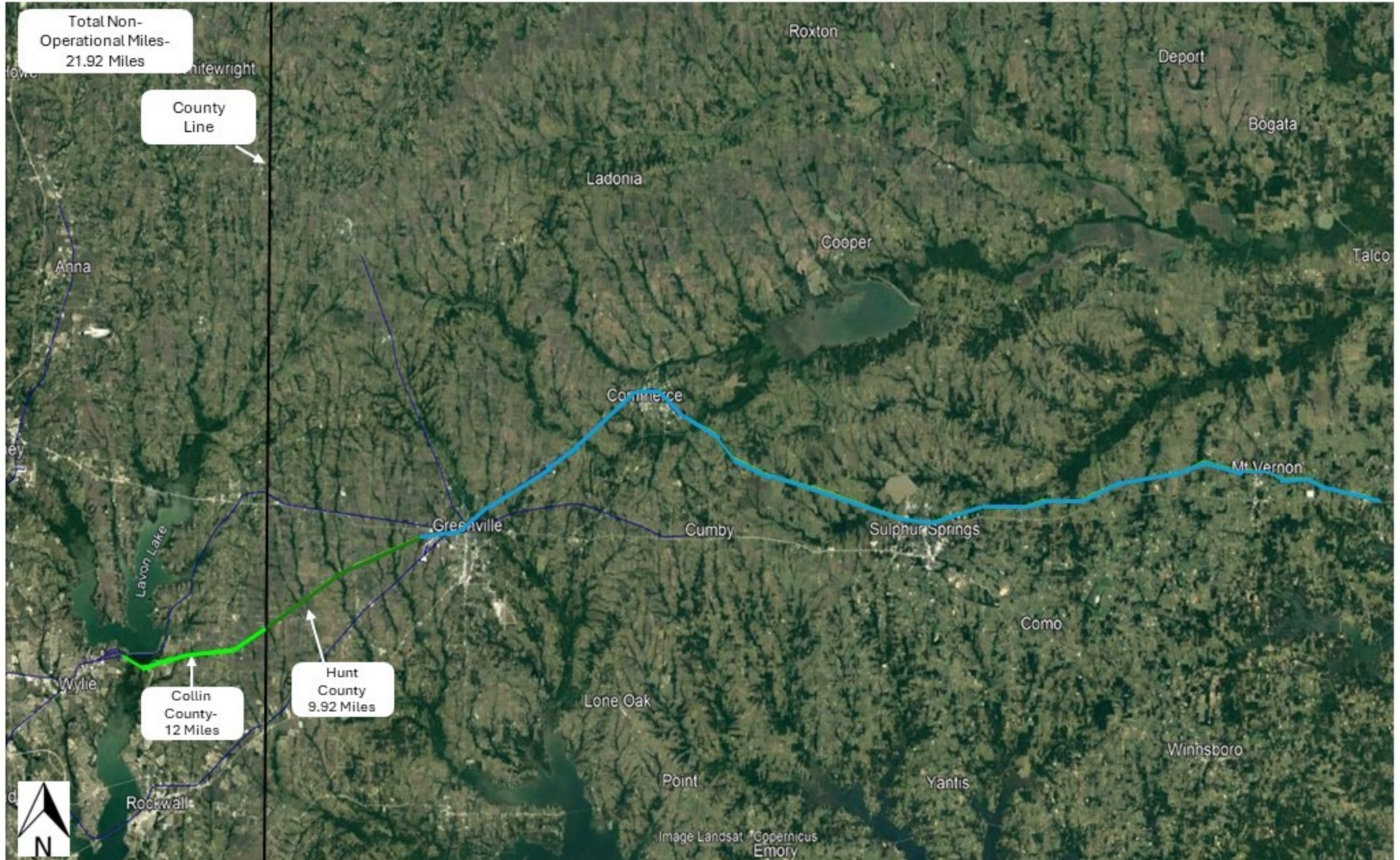
Legend

- North American Rail Network
- NEXTEX Operational Right of Way
- NETEX Non-Operational Right of Way in Hunt County
- NETEX Non-Operational Right of Way in Collin County

FREIGHT
NORTH TEXAS



North Central Texas
Council of Governments





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

August 27, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

This letter requests your review of a reimbursement request to the Federal Aviation Administration on behalf of the Regional Transportation Council (RTC) related to the Fort Worth Alliance Airport Runway Extension Project (Project). The RTC is the policy body for the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area.

The Project was a multi-phase effort to extend the runway to a length of 11,000 feet to accommodate international cargo flight operations to and from Alliance Airport. At the time, the existing Farm-to-Market Road (FM) 156 and the mainline tracks of the Burlington Northern Sante Fe Railway (BNSF) were in the path of the runway and taxi extensions. The Project was funded in part by Federal Aviation Administration (FAA) funds, City of Fort Worth land donations, local bond funds, and RTC Regional Toll Revenue Funds (i.e., local toll revenues). The project was funded in 2008.

The RTC allocated \$80 million in Regional Toll Revenue Funds to relocate the BNSF mainline and FM 156, so the runway could be extended. The RTC did so on the condition that once the Project was complete, future FAA discretionary grants would be used to repay the funds allocated by the RTC. The source of the funds allocated by the RTC were local toll revenues paid by users of toll roads in the Dallas-Fort Worth region.

At the time, the City of Fort Worth and Alliance Airport indicated they were regularly receiving approximately \$10 million per year in FAA funds for airport improvements, but would have to save up eight years' worth of revenue to extend the runway. The RTC was asked to expedite the project by providing earlier cash flow to be repaid each year as FAA funds were awarded. The initial reimbursement was to be \$10 million per year over approximately 8 years. We have tried in the past to seek reimbursement unsuccessfully. After the FAA funds had not been allocated for this purpose, the City of Fort Worth and the RTC negotiated that the City would seek a reduced amount of approximately \$36M in reimbursement through the FAA discretionary grant program. With the creation of the Infrastructure Investment and Jobs Act, we are attempting again to seek reimbursement for these groundbreaking projects.

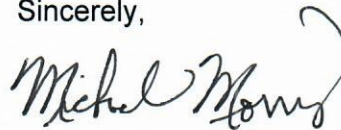
August 27, 2024

An innovative part of the funding for the Runway Extension Project was the use of toll revenues to move Class I Railroad mainline tracks, so that a facility on the state highway system (i.e., FM 156) could be relocated to allow for the northern extension of the Alliance Airport Runway to accommodate international flight operations. Without the \$80M in toll road user fees allocated by the RTC, the Runway Extension Project would not have been possible. The project was completed in 2015 and has been an outstanding success.

Representatives from the City of Fort Worth, Alliance Airport, and the RTC have requested the FAA, as part of its annual discretionary grant program, to consider reimbursing a portion of the funds allocated by the RTC given those funds were instrumental in making the runway extension possible. To date, FAA has declined these requests. I am seeking your assistance in reviewing options to reimburse the RTC funds allocated to this Project.

Should you have any questions, please feel free to contact me at (817) 695-9241.

Sincerely,



Michael Morris, P.E.,
Director of Transportation

KK:tmb

cc: Rob Lowe, Southwest Region, Regional Administrator, Federal Aviation Administration
William Johnson, P.E., Assistant City Manager, City of Fort Worth
Russell Laughlin, Executive Vice President, Strategic Development and Innovation, Hillwood

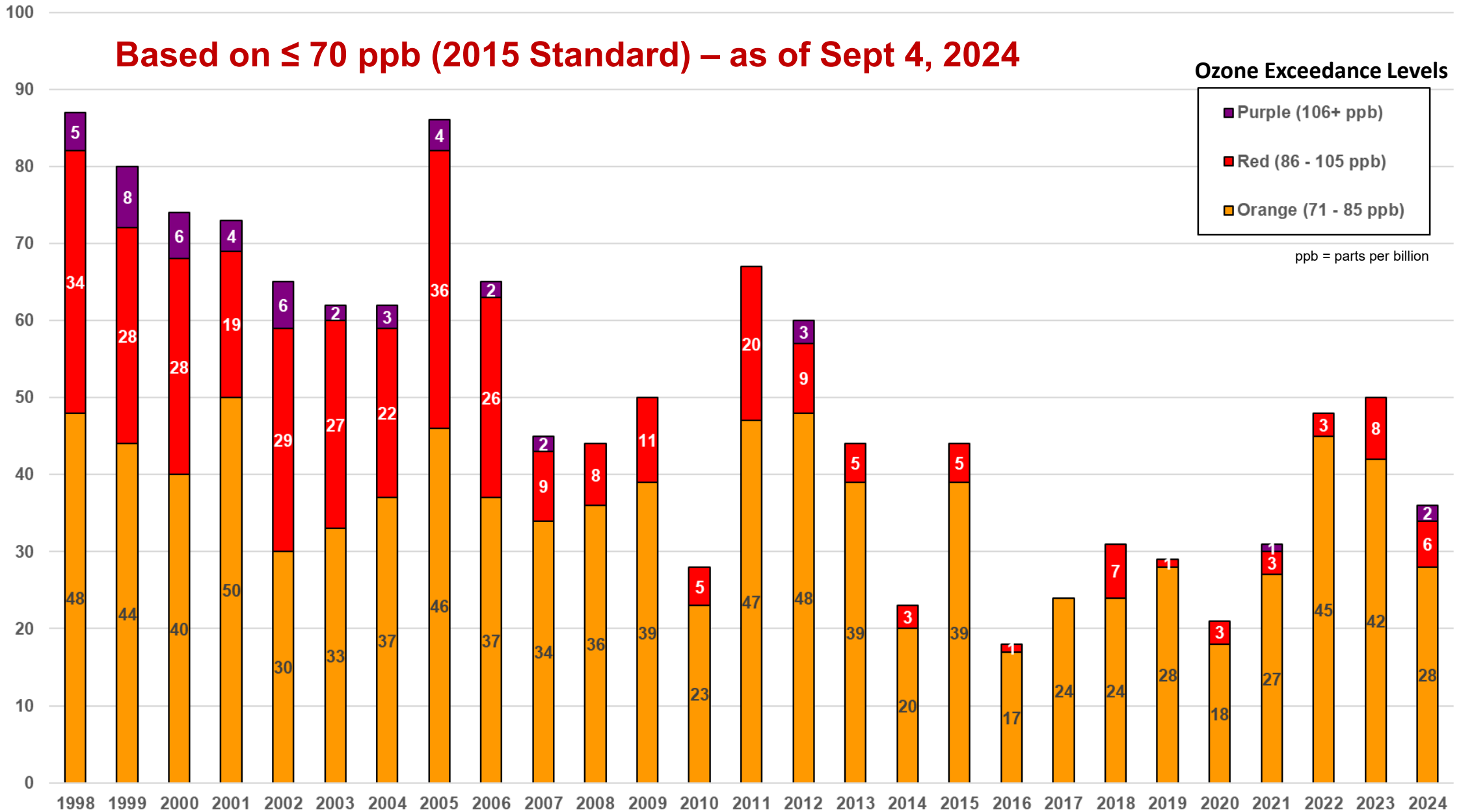
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (2015 Standard) – as of Sept 4, 2024

Ozone Exceedance Levels

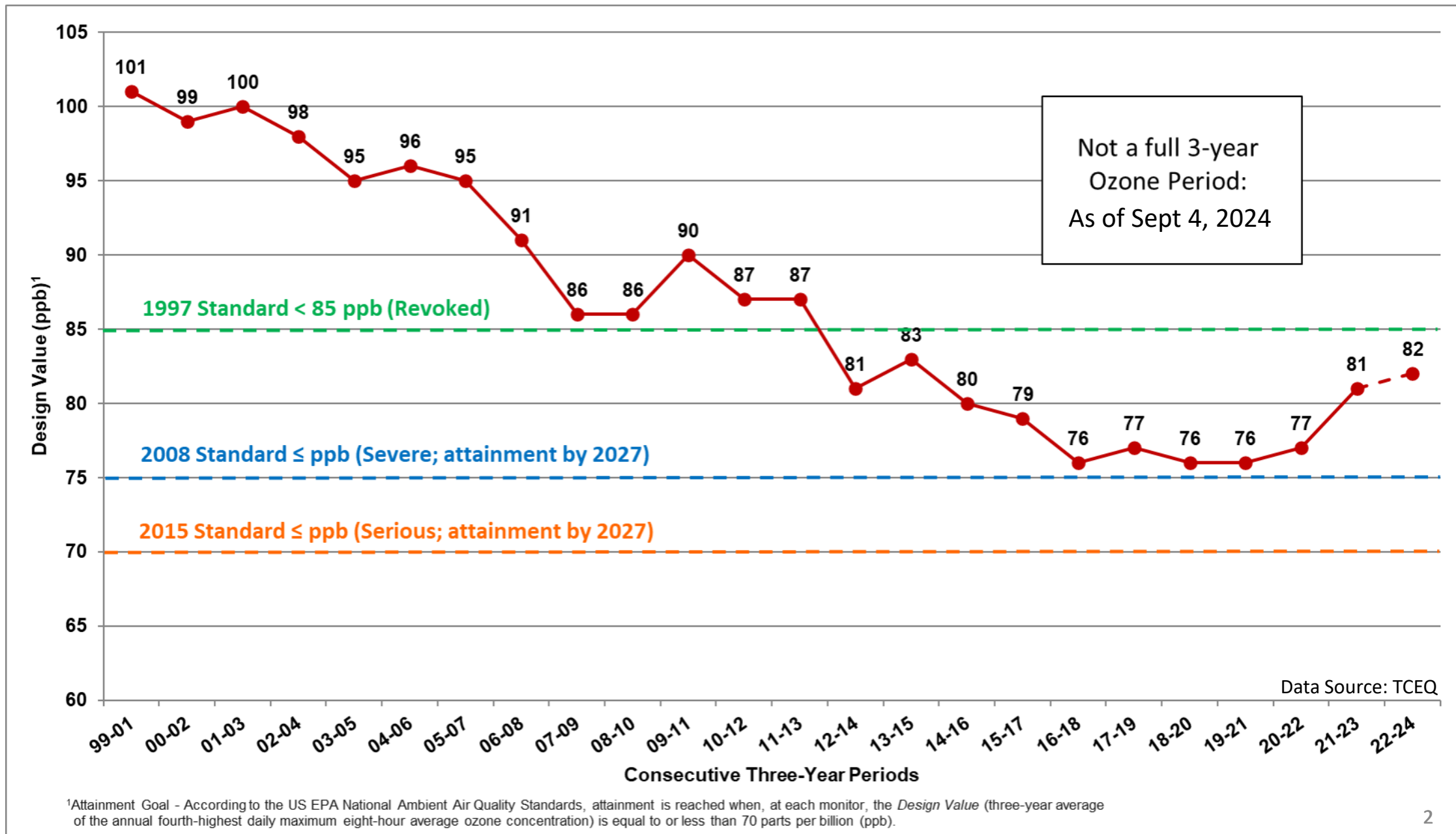
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

ppb = parts per billion



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



FOR MORE INFORMATION

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

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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This document is a compilation of general public comments submitted from Saturday, July 20 through Monday, August 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality 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 26 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Instagram –

1. The City of Arlington is seeking feedback on how the community feels about the use of drones and ground robots for delivery. Learn more on our latest post on Clean Air Corner at AirNorthTexas.org — NCTCOG Transportation (@nctcogtrans)



I can't see the stars with light pollution, next I won't be able to enjoy a quiet day in my back yard or see the clouds — An Lusk (@au.lusk)

Facebook –

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



Public transportation is getting too expensive. Most drivers will find it cheaper to drive instead of riding public transportation since North Texas transit agencies are discontinuing monthly & annual passes. — Thomas Reid

FUND MASS TRANSIT!!! — Bryan Perry

Bryan Perry I agree. Start with checking fares (on trains). That would lead to a notable increase in funding -- and decrease in maintenance and cleaning costs. — Daniel Muller

Daniel Muller you have firsthand knowledge of this? — Bryan Perry

I would say so since I ride the train four to five days a week. — Daniel Muller

Bryan Perry ... Nobody is stopping YOU from funding it, sir. Maybe we need to look at raising the fare to \$2.00 per mile traveled - kinda like the toll express lanes. — Randy Fisher

Too bad the air quality on DART trains -- not to mention the platforms -- is ... not good. — Daniel Muller

Public transportation is a joke. It takes two buses to get to work, which is less than 5 miles from where I live, with a wait time of 30-60 minutes between the two different lines. — April Clawson

April Clawson It's about to get worse. DART is having a public meeting on Saturday 8/24/2024 at 9:30am at Akard Station. This is the public's chance to oppose DART's new changes, but most riders won't show up or address their concerns if they do show up. My current route on Trinity Metro's system is every 60 minutes. So, I have to catch route 53 University transfer to route 2 Camp

Bowie which runs every 15- 60 minutes. Then catch Trinity Railway Express which is hourly. So, I know your pain. — Thomas Reid

Thomas Reid Exactly the same here. The 61 line runs once an hour and then I also transfer to the #2. — April Clawson

Fund DART and improve DART! Make sensible routes up and down main roads. All routes should run at least every 20 minutes. It shouldn't take over an hour to travel 5 miles away with a mile of walking. These roads are a simple grid but the bus is a meandering mess. — Dawn Mills Self

Dawn Mills Self Pay for it. — Randy Fischer

2. With the heat in full effect, it's a great time to consider making clean air choices, reducing our energy consumption, and choosing greener transportation options. Read our latest post from Clean Air Corner for tips on reducing your carbon footprint during summer activities: <https://bit.ly/3M7pfxT> — NCTCOG Transportation Department



You have any tips for this bunch? Maybe a few bike-buses-for-the-grownups? <https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq> And what about next week's Wichita Falls Auto Show And Some Biking event? Any tips for them, like, "Why not just stay home and bike where you live, car-free. Send the gas money you save to their local charity instead." — Rob Dentremont

High-Speed Transportation

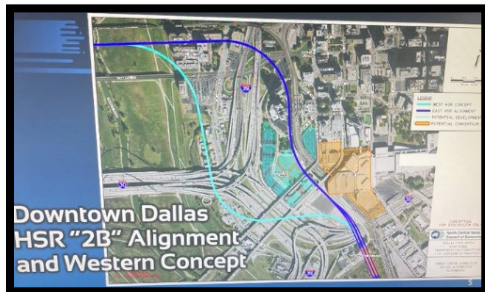
Twitter –

1. Join us at the Surface Transportation Committee Meeting on Thursday featuring speakers Brendon Wheeler-@NCTCOGtrans and Ian Bryant- @HNTBCorp. They will provide a comprehensive update on the Dallas-Fort Worth High-Speed Rail Transportation Study. RSVP

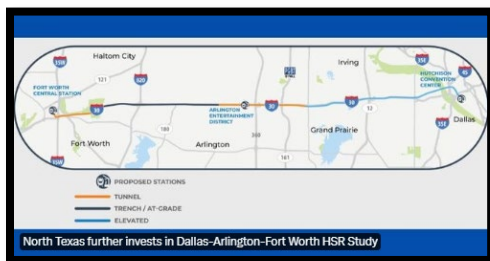
at <http://NDCC.org> — North Dallas Chamber (@NDCC)



2. There are now TWO competing paths forward for a high-speed rail link in downtown Dallas, one around and one within. @NCTCOGtrans @RailPassengers @TXRailAdvocate <https://texasrailadvocates.org/post/there-are-two-paths-forward-for-a-high-speed-rail-link-in-downtown-dallas-one-around-and-one-within> — Peter J LeCody (@railadvo)



3. Future steps include funding opportunities for the proposal as well as corridor identification and development processes. @NCTCOGtrans — TAM America (tamamerica)



Email –

1. Blaise Rothwell

Hello, I saw an article in Newsweek stating that there are plans for a 7-story tall train station in Cedars - why??? It seems like it would be more helpful to have a station that is more accessible. I am in favor of connecting Dallas to both Houston and Fort Worth with daily, affordable and frequent high-speed rail.

Response by NCTCOG Transportation Staff:

Good afternoon Mr. Rothwell,

Thank you for your interest in our Dallas to Fort Worth High-Speed Rail Study.

The Dallas high-speed rail station’s location, elevation and orientation were set by the Final Environmental Impact Statement (FEIS) document for the Dallas to Houston High-Speed Rail project released by the Federal Railroad Administration on May 29, 2020 (Dallas to Houston High-Speed Rail – Final Environmental Impact Statement and Section 106 Programmatic Agreement | FRA (dot.gov)). The planning for this environmental document was completed by Texas Central, where they coordinated directly with the City of Dallas in planning this particular station location (including elevation and orientation). Due to significant crossing conflicts of the tracks heading south from this approved Dallas station toward Houston, the tracks are elevated approximately 70'+ above the existing ground at the approved station location to be able to clear those downstream conflicts. NCTCOG’s project (Dallas to Fort Worth High-Speed Rail) cannot change any parameters of this station (location, elevation or orientation) without negatively impacting the Dallas to Houston High-Speed Rail project and its project delivery schedule. To provide seamless, through-service at the Dallas station, the high-speed rail tracks approaching from the west must be at the same elevation as the approved Dallas station, approximately 70'+ above the existing ground.

For the safety, reliability and access afforded by true high-speed rail service to be realized, the high-speed rail service must be grade-separated on a fully dedicated facility to this passenger service only; this type of infrastructure presents significant challenges in a highly urbanized area like the Dallas-Fort Worth metroplex. NCTCOG’s goal is to maximize accessibility to each of the station locations (approved Dallas station and planned Arlington and Fort Worth stations) while balancing the constraints required to provide dedicated, grade-separated high-speed rail service.

Public Involvement

Instagram –

1. @nctcogtrans will be holding a public meeting Monday, August 12th. Topics such as Mobility 2050, transit strategic partnerships, and transportation and air quality policies will be discussed. Check out the link on Linktree for more info on how you can attend virtually, submit comments/questions, and how to request a round trip ride with the #Arlington Transportation App. — Walkable Fort Worth (@walkablefortworth)



Roadways

Twitter –

1. 📍 Joint meeting on 7/30 with @NCTCOGtrans, @TxDOTDallas, @CityOfDallas, and community to review and discuss roadway, freight, transit, and other transportation links between Downtown Dallas and @fairparkdallas. #dallastraffic #dfwtraffic — Dallas Department of Transportation (@DDOTransport)

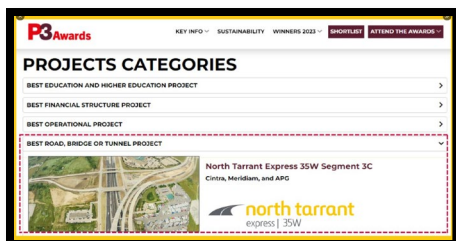


2. @Rangers @dallascowboys @startelegram @wfaa @dartmedia @DallasChamber @NCTCOGtrans @NCTCOG_Official @MayorMattie @ELGL50 @Everyone Just ignore this 400ft 85 ft tall reminder that we can actually get to Arlington for a [REDACTED] baseball or football game #VISION34Corridor — J. Edward Gyurkovic (@SmartCityTexas)



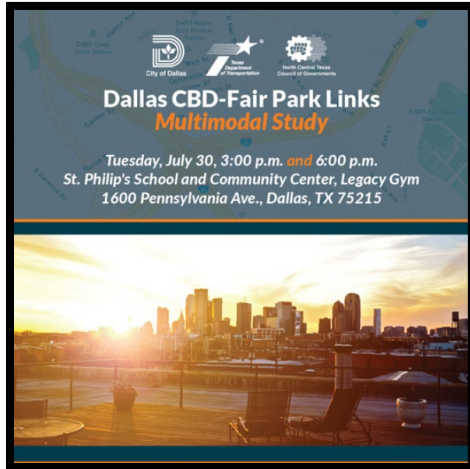
3. 📍

📍 NTE 35W Alliance Connector Segment 3C has been shortlisted for a P3 Award: Best Road, Bridge or Tunnel Project! Thos P3 project is a testament to the collaboration w/ @TxDOT, @NCTCOGtrans, @HillwoodDevelop, N. Tarrant Infrastructure & a host of elected & key business partners. — TEXpress Lanes 🚗 (@TEXpressLanes)



Facebook –

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



Where is 345? — Velma Collins

Velma Collins connects I-45 with Central Expressway — William Robbins

William Robbins oh ok. Did I miss the signs, I didn't see one? — Velma Collins

Very short notice.....will there be more than only one meeting? — Melanie Vanlandingham

Melanie Vanlandingham there's been lots of meetings. Sign up for notifications. — Cylena Smith

RTC/STTC/Executive Board

Twitter –

1. Congratulations to @NCTCOGtrans for 50 years of improving mobility in north texas. — Bill Meadows (@Williamwmeadow2)



Transit

Twitter –

1. When we hear from a particular city about how much they “heart DART”, let’s be clear - DART will spend \$40 million on DECORATIVE arches for a pedestrian bridge in that city. Meanwhile, I can’t get DART to fix malfunctioning signal arms on a major thoroughfare. #DART #DFW — Blake Margolis (@rowlett_mayor)



DART is paying \$40 million for frivolous arches on a bridge in Richardson, but we couldn't get extra safety measures for school kids crossing at-grade on the Silverline & Rowlett can't get their signal arms replaced? Wrong priorities & poor fiscal management. Are they increasing rider fares for this? @NCTCOGtrans @dartmedia — Cara Mendelsohn (■) (@caraathome)

2. Capital Metro is slamming the brakes on the ambitious goal of transitioning to an all-electric bus fleet — a Project Connect promise — because of problems with the range and reliability of

electric buses. — Nathan Bernier (@KUTnathan)



.@NCTCOGtrans @dartmedia — Cara Mendelsohn (blue square) (@caraathome)

1. Buses are still a much greener option for personal transport than personal vehicles, even if the buses run diesel.
2. If electric buses are something a city wants, putting up wires and running trolleybuses is a much better solution — LeftistArmadillo (@ArmadilloTime)





North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

SEPT. 9 | 12 PM | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

DALLAS-FORT WORTH HIGH-SPEED RAIL: ADVANCING ENVIRONMENTAL PROCESS

Following City of Dallas concerns with the proposed downtown portion of the high-speed rail alignment, the Regional Transportation Council (RTC) held a workshop on July 11 to better understand the concerns. On August 8, the RTC then took action to continue advancing the project within the federal environmental review process with the flexibility to review alternatives for downtown Dallas that would address stakeholder concerns. NCTCOG staff will provide an overview of project planning, engineering and stakeholder engagement efforts to date as well as next steps for this transformational project.

MILES MATTER PROGRAM

In partnership with the NCTCOG, Texas Transportation Institute and Carma Technologies, the Texas Department of Transportation received funding to assess the feasibility of utilizing smartphone technology to

understand travel patterns and behaviors on Dallas-Fort Worth roadway facilities. In 2023, the project team began implementing an alternative user-based accounting tool to offer the ability to incentivize behavior. This system is anticipated to launch in September 2024 and aims to engage approximately 500 people who travel along the IH 35W corridor. Study participants will be offered incentives to adjust their commute time outside of the peak travel period. Additional phases of the project will be implemented based on initial feedback and engagement.

RESOURCES + INFORMATION

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

Air Quality Program 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 Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogSept24 or participate via phone by dialing 855-925-2801 then code 10502.

    @nctcogtrans

MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan****2050 Demographics for New Mobility Plan****Transit Strategic Partnerships: Recommended Projects****FY24 Public Transportation Funding: Program of Projects****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, August 12, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogAugust24. Chris Klaus, Senior Program Manager, moderated the meeting attended by 92 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:

- Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan – **presented by Jared Wright**
- 2050 Demographics for New Mobility Plan – **presented by Dan Kessler**
- Transit Strategic Partnerships: Recommended Projects – **presented by Gypsy Gavia**
- FY24 Public Transportation Funding: Program of Projects – **presented by Shawn Dintino**

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/nctcogAugust24.

Summary of Presentations

Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan presentation:
<https://www.nctcog.org/getmedia/1b3e55af-335e-4abe-8416-e967e994a32e/Alternative-Fuel-Infrastructure-Grant-Award-Additions-to-Mobility-Plan.pdf>

NCTCOG has updated the Mobility 2045 Environmental Considerations chapter to incorporate new projects funded by the Bipartisan Infrastructure Law (BIL). The updated Mobility 2045 Plan

will guide regional transportation planning and infrastructure development. New projects include the following:

- Charging & Fueling Infrastructure Corridor Program, supported by a \$70 million award, will fund the construction of five hydrogen refueling stations, two within the Metropolitan Planning Area (MPA)
- Charging & Fueling Infrastructure Community Program, funded with \$15 million, will establish up to 100 electric vehicle (EV) charging ports and form specialized technical teams for implementation
- Electric Vehicle Charger Reliability and Accessibility Accelerator Program, with a \$3.6 million award, will upgrade or replace 230 EV charging ports across 125 sites
- Texas EV Infrastructure Plan, funded by approximately \$407 million over five years, will deploy DC Fast Chargers Statewide

Modifications to Mobility 2045 include detailed descriptions of these infrastructure projects and updates to air quality initiatives related to zero-emission refueling and EV charging. The updated information is available online, with project listings incorporated into the FY25-FY28 Transportation Improvement Program. For more information, visit www.nctcog.org/mobility2045.

2050 Demographics for New Mobility Plan presentation:

<https://www.nctcog.org/getmedia/fb81dcec-543c-441d-b5d2-411810c0f255/Forecast-2050.pdf>

NCTCOG's Transportation and Research and Information Services (RIS) Departments are leading the development of the 2050 Regional Population and Employment Control, which is required by federal regulations to be updated every four years. The first step in the process involves creating regional control totals for population and employment. National economists are providing data to support this effort by analyzing the competitiveness of the Dallas-Fort Worth area relative to other regions. Forecasts from Woods & Poole and Perryman & Associates were evaluated, and the analysis supported using Perryman & Associates' estimates. These projections anticipate a population of over 12.4 million and employment reaching 8.6 million by 2050.

The data is currently under internal review and will be provided to local governments and agencies for feedback in July. The NCTCOG Executive Board is expected to take action on the forecasts in Fall 2024.

Transit Strategic Partnerships: Recommended Projects presentation:

<https://www.nctcog.org/getmedia/9a93c06f-4922-4224-a270-355ac5617a46/Transit-Strategic-Partnerships-Program.pdf>

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

The most recent cycle of project evaluations has closed, and the Transportation Assistance Hub is one of the initiatives being considered for funding. NCTCOG is currently accepting initiation

forms for the next round of Transit Strategic Partnership proposals through October 2024. Proposals will be reviewed, scored and selected in Winter 2024, and federal approval is expected in Fall 2025.

FY24 Public Transportation Funding: Program of Projects presentation:

<https://www.nctcog.org/getmedia/ac62dff7-949e-4bf5-9007-dfdce71c7eed/Fiscal-Year-2024-Public-Transportation-Funding-Programs-of-Projects.pdf>

FY24 Public Transportation Funding: Program of Projects attachment:

<https://www.nctcog.org/getmedia/bf94631f-7860-4496-8f9f-ac531280eb0a/Fiscal-Year-2024-Public-Transportation-Funding-Programs-of-Projects-Attachment-1.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney are eligible to receive formula funds through the Program of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$193.4 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2024 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$194.6 million of the Programs of Projects funding for Fiscal Year 2024 was utilized by transit authorities. Of this \$194.6 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 20 percent by Trinity Metro and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: www.publicinput.com/nctcogAugust24.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/2fd0361e-1b0a-4988-96af-9a2d3dd23f05/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 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 Collin, Dallas, Ellis, Kaufman, Rockwall and Tarrant counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

COMMENTS RECEIVED DURING THE MEETING

Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan

Scott Rohrman, Citizen

A. Data Centers

Question: Data centers are coming to Dallas-Fort Worth. They all must have generators, and those generators create emissions. With our air quality, I'm concerned the federal government may start trying to regulate data centers coming to North Texas. Is that something NCTCOG is looking into?

Summary of response by Jared Wright: Yes, that is something NCTCOG is looking into. Data centers are a significant source of energy consumption, and NCTCOG works closely with Oncor to make sure they're aware of the centers coming online, so they can plan for that additional grid load.

Summary of response by Dan Kessler: We need to be more informed on the data center revolution. You're correct about the energy loads. Comanche Peak is building a second nuclear reactor, which is something we need to understand better since they're a huge source of power for the metroplex. Some of the data center experts we've spoken with have discussed the nearby solar fields, but they acknowledge that these fields probably won't generate nearly enough power.

Sunny Lindsey, Citizen

A. Public safety at EV charging stations

Question: In any of the grants discussed, is there any opportunity or investment for cities looking at public safety aspects for EV stations? My city's fire chief announced that he is going to increase the budget substantially due to battery fires and storage.

Summary of response by Jared Wright: Not with these grants specifically, but that is an area of concern for our team. Our staff is working a lot with local first responders to make sure they're aware of any available training.

Summary of response by Dan Kessler: NCTCOG has an Emergency Preparedness Department that focuses on that type of issue. There is a grant we're pursuing that would focus on our local emergency responders and necessary training.

2050 Demographics for New Mobility Plan

Scott Rohrman, Citizen

A. Water

Question: In your demographic presentation, you mentioned water, land and affordable housing jobs. Does NCTCOG look at water or is it some other entity? If our population hits 12 million people in 2050, will we have enough drinking water?

Summary of response by Dan Kessler: NCTCOG is an agency that has a monitoring role with water. We work quite a bit with the Texas Water Development Board (TWDB) and have a demographic type of back and forth with them to make sure we're in the same place. Our Environment and Development Department is more focused on storm water than water supply issues, which is a general issue that's carried between local governments in the state. With our work with TWDB and our forecast, we will have water to serve the growth projected out to 2070. There are a lot of variables that go into that, though, like the construction of reservoirs and the reuse of water. Water availability is probably the biggest constraint we're looking at.

Frank Wise, Citizen

A. ForwardDallas

Question: In your forecast work, was the concept ForwardDallas included? Have we looked at the pluses and minuses?

Summary of response by Dan Kessler: Thank you for the question. About a month ago, we held a workshop for local governments, and representatives from Dallas who are part of the ForwardDallas initiative were in attendance. Our staff has been actively monitoring the progress of this initiative. We have encouraged Dallas to explore opportunities for higher densities as part of their planning. In response, we asked them to share their strategies, as they are still in the early stages of planning and moving toward the implementation phase. We're intrigued by their efforts, which align with the goals we believe all cities should consider.

Sunny Lindsey, Citizen

A. Land use

Comment: You mentioned land use as a factor used to obtain some of your figures. I would like to express concern about relying too heavily on that data, as it tends to change frequently, especially at the smaller, local level.

Summary of response by Dan Kessler: That's a great observation. You must start somewhere, which is why there's a dedicated team focused on development monitoring, tasked with capturing and tracking every development happening in cities. We rely on cities to share updates with us because local insight is invaluable. One of our key tasks is to constantly monitor these changes. While the official review happens every four years, our team works on this daily to ensure we're capturing the developments you mentioned.

Phyllis Silver, Citizen

A. Dallas stock market

Question: I've heard so much in the media about Dallas possibly getting a stock market and I was wondering if anybody would want to comment. What impact would that have on our infrastructure?

Summary of response by Dan Kessler: Thank you for your comment. I was reviewing an article discussing Hillwood Urban's \$500 million Goldman Sachs Tower, which is expected to accommodate 5,000 bankers and investors in downtown Dallas. The article predicts that Dallas could become the second-largest financial hub in the United States upon completion of this project. Whether this will lead to Dallas becoming a major stock market center is beyond my expertise. However, Addison presents a unique challenge for planners. It is a community where the daytime population of workers significantly exceeds the nighttime residential population, making it a substantial employment center for the region. In response to your question, the possibilities for Dallas are extensive. Remarkable developments continue to unfold, so it is important not to underestimate the potential.

Transit Strategic Partnerships: Recommended Projects

Scott Rohrman, Citizen

A. Operation funding

Question: On page three of Gypsy's presentation, it says projects "cannot be used for operating shortfalls." Then, in Shawn's presentation, it mentions funding for operations. Why is there funding for operations in one place and not the other?

Summary of response by Gypsy Gavia: The reasoning behind the discrepancy is because they are two different programs. Transit Strategic Partnerships is specifically for specialized projects, so it's a very small bucket that has been taken from the regional bucket. Shawn covered the bulk of the region's funding for some agencies operating as an eligible item.

B. Transit authorities and providers

Question: Your presentation mentions eligible applicants. What's the difference between transit authorities and public transit providers?

Summary of response by Gypsy Gavia: Our regional transit authorities include Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). Transportation providers refer to services managed locally with federal funding, like Star Transit in Kaufman.

Greg Scott, Citizen

A. Funding

Question: Can you disclose how much money is awarded per cycle? Is it awarded once or twice a year? Is it capital operating planning?

Summary of response by Gypsy Gavia: This is a complex question. We publish the currently available funds on our website. Mathematically, for example, as Shawn mentioned, if there is \$100 million, 2 percent of that amount is set aside each fiscal year for specific projects. This set-

aside amount is then added to a general fund that is available for any eligible project that meets the established criteria. However, if we approach a point where the funding is about to expire, instead of returning it to the federal government, we reallocate it into our transit fund. While these funds are interconnected, 2 percent is consistently set aside each year and added to the general fund. The updated balances are always available on our website. The way we approach capital projects also differs; under State Transit Assistance (STA) and Federal Transit Administration (FTA) guidelines, service contracts can qualify as capital projects. We focus on new regional projects that enhance services, but these are not considered operating costs by the FTA. Only services that meet specific criteria are eligible, but we don't cover typical 50/50 operating costs.

Other

Scott Rohrman, Citizen

A. DART

Comment: I've been facing challenges with DART for several years. Living in North Dallas and working downtown, I see dozens of buses daily, often with just two or three riders. In my work in South Dallas, I've found transportation to be a major issue. I've heard from students at Lincoln High School report it takes two hours to travel from South Dallas to downtown using public transit. Our current system is inefficient, with a high cost per rider. If we could start from scratch, I would suggest building a tunnel from Hutchins through downtown to Celina, with branches extending from there. I recently tried to use DART to get to the courthouse but ended up waiting 45 minutes before deciding to drive.

Summary of response by Chris Klaus: You mentioned that many people may share the same sentiment, but DART is actively working to address these issues. Since the pandemic, transit has not fully recovered to pre-pandemic levels. Although there has been some improvement, we acknowledge that it is still lagging behind where it was and where it could be. NCTCOG is currently undertaking a significant initiative, Transit 2.0, which we hope will provide answers to many of these questions and guide our future direction. Transit will be crucial in moving the forecasted demographics throughout the region.

Summary of response by Dan Kessler: I am confident we do not have the lowest ridership numbers. Chris was correct in pointing out that COVID certainly had an impact. Our ridership models for the DART lines have actually been remarkably accurate. The Central Line and Stemmons Line corridors do carry a substantial amount of ridership. When examining the rail system's design, it's clear that it provides additional accessibility in high-congestion corridors, such as Stemmons Freeway. The key to effective rail service lies in having higher densities at the destination end. As a region, we've invested billions of dollars in this light rail system. Now, we need to explore mixed-use development and higher densities to maximize its potential. As our population approaches 10 million, travel forecasts indicate people will begin to see the benefits of the DART system, despite longer travel times on congested roads like Stemmons, which could extend to an hour and a half. By the time we reach 12 million people, regional congestion will be substantial. We are reaching the point where freeway expansion in Dallas and Tarrant counties is no longer feasible. There's limited right of way, and construction costs are extraordinarily high. We understand the public's frustrations, especially regarding buses, which is a very valid concern. NCTCOG is actively evaluating the appropriate services needed. DART, Trinity Metro and DCTA are all open to these discussions.

Greg Scott, Citizen

A. Comments at public meetings

Question: What is the purpose of these meetings? What do you want comments on? Why are these specific topics being covered today?

Summary of response by Chris Klaus: Some of today's presentations require upcoming action from our policy body, the Regional Transportation Council (RTC). Before the RTC takes action, staff are required to seek public comment to refine our work.

Summary of response by Dan Kessler: There are no bad ideas. When we engage with the public, we want to hear about the topics we've presented as well as anything else on your mind. Transportation is a complex issue, especially in a rapidly growing region like ours. You, as users, experience it every day. So, when Chris reaches that point in the meeting, we welcome comments on any subject.

Sunny Lindsey, Citizen

A. Transit schedules

Comment: On DART, DCTA, and small micro transit, I personally have used all three. I would love it if someday DCTA and DART could line up their schedules effectively.

Summary of response by Dan Kessler: Chris mentioned the Transit 2.0 initiative. One of the key topics discussed by the RTC is their policy on public transit. This policy emphasizes all transit agencies should function as one unified system from the user's perspective, appearing as a single agency. NCTCOG is committed to this vision, though we recognize there are sometimes physical, systemic or financial constraints.

B. 20 percent opposition

Question: The State legislature had looked at changing the rules on the 20 percent opposition. Has NCTCOG done any research or work to help with that?

Summary of response by Dan Kessler: I'm not aware of any initiatives we've been involved in at the local level on that, but I really appreciate the point. I'd like to learn more about it and its implications.

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

Email

Thomas Wall Simmons, Citizen

You are having your meeting in the largest Texas city without mass transit.

John and Trish Donaghey, Citizens

Dear NCTCOG,

Our local paper said the new plan was to expand FM 982 south of Princeton from a two-lane farm road into a four or six-lane divided highway, with construction starting in 2027.

Questions: What are the plans to avoid total gridlock at the three two-lane bridges going west and east across Lake Lavon (aka Lavon Lake)? How will a six-lane highway fit onto two-lane bridges?! Are there plans to construct three new parallel bridges from (1) Culleoka to Branch, (2) from Branch to Lucas, and (3) from Lucas to Lucas via FM 982 south to FM 546 west to FM 3286 west (aka E. Lucas Rd.) to Country Club Rd. in Allen, TX? So, with three new bridges parallel to the old bridges, three two-lane bridges could be going one way, and the other three two-lane bridges could be going the other.

Concerned property owners for last 45 years along FM 982,
M/M John E. & Trish Donaghey

Text

Anonymous, Citizen

As a citizen I am concerned with many cities in the region showing interest in reducing transit funding at this important moment of growth. Does the 2050 plan account for this? It seems that we not only need to maintain our current funding, but substantially increase funding and improve land use to make this immense growth manageable.

Social Media

Facebook

1. Mobility 2050 demographics, Transit Strategic Partnerships and more for review/comment. —
NCTCOG Transportation Department



It's great to host a public input meeting for public transportation in a city with no public transportation. NCTCOG needs to have public meetings where the public can get to them. If you live in Fort Worth Arlington is a long walk & taxi costs too much. The public needs to be able to get there. Trinity Metro & Dallas Area Rapid Transit (Official DART page) are about to raise our fares where we will have to sacrifice our jobs because it costs too much to ride their systems. Imagine being retired & paying \$126 a month to ride the

Dallas Area Rapid Transit (Official DART page) system out of your \$800/month check. It's getting too expensive to just live. — Thomas Reid

Thank you for your comment. Our public meetings are hybrid and can also be watched live on www.publicinput.com/nctcogAugust24. You can comment live on that page. You can also participate by phone, text and email. — NCTCOG Transportation Department

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG August 2024 Public Input
Opportunity

Attachment 1

Phyllis
Silver
8/23/2024

Alternative Fuel Infrastructure Grant Award
Additions to Mobility Plan

Comments:

I think that electric vehicles are a great idea, as their use will cut down on emissions & play a role in our area achieving cleaner air. To that end, I think it's great that charging & refueling stations are on the increase.

Question:

One of the downsides of the use of electric vehicles is the possibility of destructive fires with the batteries. For these vehicles, there was recently an incident in a North Dallas apartment complex where a parked EV's battery went on fire and destroyed cars parked nearby.

During the August 12 meeting, someone raised the issue of EV battery fires. Can you review what COG staff's response was on what is being done to address these battery ^{fire} issues? Thank you.

Draft November 2024 TIA Modifications for
Public Review

p. 40 of 28 TIA Code 14073.2 MetroProclamation # 2025-0008

Question: Location/Limits From indicates "from east of Surveyor Blvd." Does this refer to Surveyor Blvd. on Addison? The entry does not indicate the city in the "From" section.

General Comment and Thank You to Dan Kessler

During the August Public meeting, I introduced myself and directed a question to Dan Kessler and he responded. Due to the late hour resulting from the stray in-person participation, I failed to thank Mr. Kessler for his kind words about my service on DART's CAL. Please let Mr. Kessler know that I appreciate his comment.

Phyllis Silver

NCTCOG - August 2024 Addendum
to Comments + Questions - Public Input

Jackie,

I mailed my Questions + Comments on 8/23
+ now I realize that I neglected to ask
a question that I have on one of the Presentations

Fiscal Year 2024 Public Transportation Funding:
Programs of Projects

pg. 4 - last column - what is High Intensity Bus?

Is it the same as BRT?

Phyllis Wilson
8/25/2024

FORT WORTH STAR-TELEGRAM

UT ARLINGTON PROPOSES NEW CAMPUS IN FAR WEST FORT WORTH

By Harrison Mantas

August 5, 2024

The University of Texas at Arlington is staking a claim in far west Fort Worth.

The University of Texas System Board of Regents approved a plan Monday to purchase 51 acres in the Walsh development to build its “UTA West” campus just south of the the intersection of Walsh Ranch Parkway and Interstate 30.

The \$150 million campus will serve more 10,000 students, and could begin offering classes as early as fall 2028. Its focus will be on fostering economic development, while meeting the educational needs of one of the fastest growing areas of the country.

Fort Worth’s city and business leaders agreed the new campus will have a catalytic impact on the far west making it easier to attract companies while providing educational resources close to a growing population center.

The new campus — with its thousands of students, faculty and employees — is also likely to be transformative for Parker County and the nearby city of Aledo, whose [population has grown 98% since 2010](#). The campus property is just inside the Parker County line.

This would be UTA’s third campus in Fort Worth after the research center in east Fort Worth and its satellite campus downtown. With 41,000 students, the university is one of the largest in the state. [Roughly 162,000 alumni live in North Texas](#) contributing \$22.7 billion in economic impact, according to university statistics.

UTA achieved [Tier One status as a research university in 2021](#) when it surpassed benchmarks set by the Texas Higher Education Coordinating Board. The school has also been recognized as the [No. 1 public school in the Metroplex by the Wall Street Journal](#) and the No. 3 university in Texas for advancing social mobility, according to U.S. News and World Report.

“It’s a game changer for us,” said Fort Worth Mayor Mattie Parker in an interview with the Star-Telegram.

Corporations looking to move to Fort Worth are always impressed with the city’s academic offerings, but to have a major university anchored in the far west will be an economic engine for that part of the city, she said.

This would be the latest in a string of high profile educational institutions building new campuses in Fort Worth.

[Tarleton State University’s campus](#) off the Chisholm Trail Parkway opened in 2019 with a focus on education and health care as part of its 60 undergraduate programs. It is expected to have 6,000 students by 2030.

[TCU’s](#) Burnett School of Medicine opens in September in the Near Southside, and [Texas A&M Fort Worth](#) is building a campus with a [new law school and research and innovation building](#) in downtown Fort Worth. Its first building is scheduled to open in 2026.

When you talk about workforce development, there's no better tool than an academic institution, said Robert Allen, president and CEO of the Fort Worth Economic Development Partnership.

"It gives you the ability to really think through with employers their workforce needs on the ground close to a potential development," Allen said.

Walsh was in the running to house a [factory from electric truck maker Rivian](#), however, the company chose suburban Atlanta, citing the [availability of workforce training facilities](#) at the Technical College System of Georgia.

UTA President Jennifer Cowley called the campus a major economic investment in the Metroplex.

"Having a high-quality UTA education in close proximity will be a key contributing factor for companies deciding to call Fort Worth home," she wrote in an OpEd published Monday in the Star-Telegram. "UTA West will prioritize areas of study, such as our top-ranked engineering programs, that ensure students are prepared for the career opportunities that await.

"As the region grows, UTA West will grow alongside it, bringing key academic programs that support economic progress," Cowley wrote.

She describes the property as more than 50 acres of rolling hills dotted with wildflowers and live oaks, with a small lake that will be waterfront park. Cowley says the area around UTA West has the potential to add 1 million new residents.

"This isn't a matter of, 'If you build it, they will come,'" she wrote in an OpEd published Monday in the Star-Telegram. "They're *already* there, and more are coming. UTA West will be there to serve them."

Most of the area surrounding the proposed campus is former ranch land, but developers expect the area to house roughly [80,000 people between the Walsh and Veale Ranch developments](#).

Walsh, just north off Interstate 30, is a 7,200-acre development that will eventually be [home to 50,000 residents](#). Homes costs run from \$400,000 to the millions. Veale Ranch, south of Interstate 20, used to be 3,800 acres of ranch land. It was sold to a developer in 2021 and will [potentially house 30,000 people once](#) houses are built out.

Southwest Fort Worth surrounding the Chisholm Trail Parkway is projected to have the [most growth in the Metroplex with 90,000 residents expected by 2045](#), according to data from the North Central Texas Council of governments.

Anytime you can put academic offerings close to where people live is exciting, said Fort Worth City council member Michael Crain, whose district includes the proposed campus.

"We have to continue across the board in all parts of Fort Worth to make sure we have the academic support for people, so we can continue to invest in our workforce," Crain said.

AFTER YEARS OF COMPLAINTS, ILLEGAL DUMP IN EAST FORT WORTH BEGINS CLEANUP PROCESS

By Ismael M. Belkoura

July 31, 2024



More than 7,000 cubic yards of waste were dumped onto a property in east Fort Worth, pictured on June 25, 2024. Dorex Inc., which owns the acreage, is now required to clean it up. (Courtesy photo | City of Fort Worth)

A cleanup of an illegal dump filled with metal, cardboard and tires in east Fort Worth is underway.

The property at 8000 Randol Mill Road has been under investigation by the Texas Commission on Environmental Quality for the last two years. Over 7,000 cubic yards of waste — including nearly 1,300 tires — was on the property, according to the city of Fort Worth.

The commission initially investigated complaints of illegal dumping on the property in May 2022. After the investigation, the commission reached out to the property owners informing them the dump was in violation of state law.

A second investigation began in March. In a follow-up visit, commission investigators found more waste, including some that was buried at least 1 foot underground.

To report illegal dumping in Fort Worth, you can call the Environmental Services Department at 817-392-1234. The call center is open Monday through Friday from 7 a.m. to 6 p.m. and Saturday from 7 a.m. to 4 p.m. You can also email the department at 1234@fortworthtexas.gov.

If you see illegal dumping happening, you can call the Nonemergency Police Dispatch at 817-392-4222 to help catch the perpetrators. You can also report litter on the [MyFW app](#). If you see someone littering from a vehicle, you can report it on the TxDOT [Don't mess with Texas](#) app.

Communication between investigators and representatives of Dorex Inc., the company that owns the property, continued over the span of two months. State regulators and Dorex agreed to a settlement July 8, said Ricky Richter, a Texas Commission on Environmental Quality spokesperson.

“The TCEQ will continue to assist the city of Fort Worth, monitor the site and review compliance documentation as it is submitted to ensure proper disposal of the waste,” Richter said in an email.

The commission also charged the property owner \$15,000 for solid waste violations of state law. Cleanup began June 25, according to the [city](#), and waste remains on the site.

The 70 acres are within council member Gyna Bivens’ district. She was first made aware of the dump in May after hearing complaints directly from neighbors in the area. Bivens noted the primary concern was possible contamination of the water supply. The property sits less than a mile from the West Fork of the Trinity River.



The entrance to the Randol Mill Road property. (Ismael M. Belkoura | Fort Worth Report)

Bivens also toured the site.

"I've never seen a dump that massive, nor so well hidden," Bivens said.

In Bivens' conversations with the property owner representatives, which she said included the property owner's son, the person allegedly responsible for the illegal dumping was a property manager.

Cody Whittenburg, the city's director of environmental services, said the manager was allowing trucks to dump waste on the property.

A warrant is out for the arrest of the property manager, Whittenburg said.

"These activities were occurring without the property owner's knowledge," Whittenburg said.

The Fort Worth Police Department did not immediately confirm the warrant on the property manager, but a city [news release](#) confirmed the existence of a warrant "for the person believed to be responsible."

The property previously had an agricultural tax exemption, according to [news reports](#). The exemption allowed for property tax calculated based on productivity, not the property's market value.

The property owner paid no more than \$200 each year since 2017. Taxes ranged from \$2,500 to nearly \$7,000 when Dorex Inc. owned the property starting in 2004.

Individuals concerned for the safety of the animals on the property contacted the Tarrant Appraisal District. The district asked the property owners to reapply for the agricultural exemption. Since then, police have [seized the animals](#) on the property and the appraisal district has [revoked the exemption](#).

ARLINGTON PLANS TO CREATE SECOND CULTURAL DISTRICT AROUND STADIUMS, MUSEUMS

By Drew Shaw
July 31, 2024



The Arlington Museum of Art moved locations to the Arlington Esports Stadium and Expo Center in the entertainment district in March after decades of being housed in downtown's Cultural District. (Drew Shaw | Arlington Report)

Arlington officials are working to create a second, state-recognized Cultural District around the entertainment district.

The goal is to tie together the city's assets, including AT&T Stadium, Globe Life Field, Arlington Museum of Art and the National Medal of Honor Museum, with one distinct identity.

Cultural District designations are granted by the [Texas Commission on the Arts](#). To propose a new one, cities go through a long application process, with no guarantee they'll be approved for the seldom-given designation. Texas has 54 official cultural districts.

The state recognized Arlington's current [Cultural District](#) in 2016. It covers most of downtown, including Levitt Pavilion, Theatre Arlington and Arlington Music Hall.



Miss Persis Studio sits prominently in downtown Arlington's Cultural District and has taught dance lessons since 1954. (Drew Shaw | Arlington Report)

To qualify as a Cultural District, the zone needs to encourage cultural development and artistic engagement for locals and tourists.

Other cultural districts in Dallas-Fort Worth include [Fort Worth's Near Southside Arts](#), [Dallas' Deep Ellum](#) and [Fair Park](#).

The Cultural Districts Program, authorized by Texas lawmakers in 2005, lets cities tap into state grants and resources to improve, market and maintain the districts. Through grants and placemaking initiatives, the program touts its ability to enhance property values, preserve historic buildings and attract artists to communities.

State backing and its related grants and marketability is attractive to Arlington officials, said Jay Warren, Arlington's director of communication and legislative affairs. The Arlington Convention and Visitors Bureau would likely manage the new district, and officials are currently in the process of crafting the application.

The second Cultural District could attract new artistic endeavors to the economic hub, Warren said, and streamline collaboration between downtown and the entertainment district entities.

A show at the entertainment district's Arlington ISD Center for Visual and Performing Arts could premiere in tandem with a related show at downtown's Levitt Pavilion, for instance, said Brent DeRaad, president and CEO of the bureau. The district could incentivize Arlington visitors to spend more time and money in the city.

Arlington has fostered that kind of cross-city collaboration before. In 2023, as pop superstar Taylor Swift held three concerts at AT&T Stadium, a related Taylor Swift art exhibit was featured at the Arlington Museum of Art, which was then located in downtown.

The art exhibit subsequently brought the museum [record-breaking ticket and membership sales](#), according to The Shorthorn, the University of Texas at Arlington's student publication.



Choctaw Stadium in Arlington's entertainment district hosted the Texas Rangers' home games until the 2020 opening of Globe Life Field. (Drew Shaw | Arlington Report)

Having multiple cultural districts isn't unheard of in big cities — Fort Worth has two, Dallas has three and Houston has seven. Warren said that when the state divvies out grant money, it does so based on the “quality of the application,” rather than capping a city's funding because it has multiple cultural districts.

Downtown's Cultural District and a prospective second one would not compete for funding, Warren said.

Discussions to create the second district started in the spring, when Arlington Mayor Jim Ross floated the idea of creating a “Museum District” around the art museum, Medal of Honor Museum and International Bowling Museum and Hall of Fame.

No official museum district designation exists at the state or federal level, Warren said. So seeking a Cultural District designation was the best option.

The conversations initially met pushback from downtown stakeholders concerned that a second district would result in a de-emphasis on the current district, said council member Andrew Piel at a City Council meeting in March.

“A lot of people have poured blood, sweat and equity into the original Cultural District and will have concerns that we are not interested in them anymore,” Piel said. “We’re going to have to reassure them that if we do this, they are still as important as they always have been.”

Maggie Campbell, CEO of [Downtown Arlington](#), which manages the current Cultural District, said the area was the one place in Arlington that the majority of the city’s arts community calls home. Campbell said downtown has consistently partnered with the entertainment district in the past.

“I am certain that kind of collaboration would continue, particularly as we work to strengthen our arts and cultural offerings downtown and the entertainment district continues to grow,” she said.

She had initially voiced concern about a second district at the March meeting.

“Downtown has invested 10 years in creating a cultural arts district,” Campbell said at the meeting. “We are the cultural arts district for Arlington. We would be concerned, quite frankly, that we would be overshadowed by the entertainment district turning into a cultural district.”



Theatre Arlington in downtown Arlington turned 50 years old in 2023 and is a member of the downtown Cultural District. (Drew Shaw | Arlington Report)

DeRaad doesn't think a second Cultural District around the stadiums would siphon visitors from downtown. Instead, he expects it could create more as concert ticket holders and gamegoers become more aware of downtown attractions.

Only nonprofit entities, such as the Arlington Museum of Art, can qualify as members of the Cultural District and seek grant funding. For-profit entities like AT&T Stadium would be assets within the district, but not eligible for funding from the Texas Commission on the Arts.

A letter of intent from Arlington is due to the state by February 2025, and the application is due in June 2025. The city has yet to determine what branding the second Cultural District would have.

NBCDFW

HIGH-SPEED RAIL ROUTE IN DFW GETS NEW LOOK

The Regional Transportation Council will review an alternative high-speed rail route around downtown Dallas when it meets Thursday

By David Goins
August 5, 2024

The regional planning body responsible for a proposed North Texas high-speed rail project will seek an additional \$1.7 million for a consultant to study an alternative route connecting Dallas and Fort Worth.

The North Central Texas Council of Governments will present the increased budget for the rail study when the [Regional Transportation Council](#) meets Thursday in Arlington.

NCTCOG staff will present an updated alignment for the route that travels east from Fort Worth along Interstate 30 and around downtown Dallas to the southwest before connecting to an already federally approved high-speed rail station in The Cedars.

The Cedars rail station would serve as the connection for a long-proposed high-speed rail line between Houston and Dallas, which would then connect to Fort Worth.

NCTCOG first presented the [alternative route that loops around downtown Dallas](#) to the RTC in July.

The Dallas City Council passed [a unanimous resolution in June that stated the city would not support any new elevated rail lines](#) through the city's Central Business District until the completion of an economic study on the impact of high-speed rail on Dallas.

City staff said in a memo this week it expects to award the contract for the economic impact study in October, with work starting shortly after.

Additionally, Interim City Manager Kimberly Tolbert is expected to request NCTCOG to add connectivity between the high-speed rail station and the Kay Bailey Hutchison Convention Center.

The city [broke ground on a revamped convention center in June](#) and has published procurement solicitations for architecture, engineering, and design for the portion of the project west of Lamar Street. [The new convention center is planned to open in 2029.](#)

The Dallas City Council Economic Development Committee received memos on both the convention center and high-speed rail progress on Monday.

Councilmember Chad West, District 1, said ensuring there is a way to get passengers from the future Cedars rail station into downtown Dallas and to the convention center will be at the center of several discussions at the city council in the coming months.

"The convention center is going to keep moving forward regardless of what happens with high-speed rail," said West.

"Although, I think it would be a huge miss if we didn't pull it all the way into the convention center in terms of getting people there."

TRINITY FOREST TRAIL IN DALLAS' PLEASANT GROVE HITS GOAL

By Teresa Gubbins
August 5, 2024



Trinity Forest Spine Trail rendering, so pretty. Courtesy rendering

Progress with a capital P is being made on a trail being constructed in the Pleasant Grove area in southeast Dallas. Called the [Trinity Forest Spine Trail](#), it'll be a nine-mile corridor open to pedestrians and bicycles that connects the Great Trinity Forest to White Rock Lake.

According to a release, the project — which began construction in 2021 — has completed phase one, which extends from Lake June Bridge to Roosevelt Heights / 2nd Avenue (along US-175).

Huzzah.

The project was initiated by the Dallas Park and Recreation Department in collaboration with [The Loop Dallas](#), a city-wide bike and pedestrian active transportation system that will join 39 miles of existing trails in Dallas with 11 miles of newly built trails.

The second phase of the Trinity Forest Spine Trail is currently underway, to create a parkland corridor for Pleasant Grove residents on both sides of US-175. This multi-phase endeavor will be completed in five phases.

To recap: Phase one done, phase two started, three more to go.

In 2015, Pleasant Grove was earmarked as one of 12 high-need zones for parkland.

“One of the most exciting features of this portion of the new Trinity Forest Spine Trail is the one-mile elevated trail alongside US-175, ensuring that underserved neighbors in Southern Dallas gain access to safe and continuous trail experiences,” says The Loop Dallas chairman Jeff Ellerman in a statement.

The Trinity Forest Spine Trail, along with the revamped Lake June Road bridge, will integrate with existing trails such as the AT&T Trail and Trinity Forest Trail — linking Pleasant Grove to the Lake June DART Station and eventually White Rock Lake, as well as serving as a link for pedestrians west of US-175.

Connecting communities is the big theme, one that has drawn an investment of \$10 million from Dallas County as well as funding from sources including a RAISE Grant, City of Dallas, TxDOT, and the North Central Texas Council of Governments.

“The main purpose of The Loop Dallas is to provide multimodal transportation options to the residents of greater Dallas throughout the whole area,” says Dallas County Commissioner Theresa Daniel in a statement.

KERA

DART RIDERS SAY THEY NEED TRANSIT SERVICES. SEVERAL NORTH TEXAS CITIES WANT TO CUT FUNDING

By Pablo Arauz Peña

August 6, 2024

It's a hot and humid Tuesday afternoon and Devin Langley steps off a train car at the downtown Rowlett station.

A month ago he lost his car, and the only way for him to get around is using DART's services.

"I can't pay for Uber every day so I really, really, really need DART," he said.

But those services could be at risk: Since May, more than half of DART member cities [have discussed reducing their contributions to the agency by 25 percent](#). That includes Rowlett.

Langley said inflation makes living hard, and he's against any funding cuts to the agency.

"Times are really bad, so I think the funding should stay where it is because people are going to have a harder time," Langley said.

Where cities stand on DART funding

Last month, Rowlett joined a growing list of cities that have passed symbolic resolutions supporting reducing their contributions to DART.

"We value our transit, we value having the light rail and the GoLink service that we have in the city of Rowlett," said Mayor Blake Margolis, "but we're concerned about multiple issues surrounding DART's business."

That includes issues like safety and cleanliness. Margolis said he's talked to residents who stopped using DART in recent years because of safety concerns.

"DART should be focused on the basic services, making sure they have clean trains, making sure they have safe trains," he said. "That in itself will promote an increase ridership across the platform."

A majority of DART's revenue comes from a one-cent sales and use tax its member cities pay. Rowlett calculates it will have contributed \$50 million between FY 2020 and FY 2025, [according to city documents](#).

The agency collects hundreds of millions of dollars a year in sales tax revenue — but, Margolis said, the services don't reflect that.

"A 25% reduction is really to draw DART to the table and to draw a DART in on trying to better itself," he said.

Other DART member cities, including Farmers Branch, Plano and Irving, have all passed almost identical resolutions to trim DART's funding. Leaders in Dallas [have also been considering reducing the city's contribution](#) to help fill a gap in the pension fund.

The debate has garnered more public attention after a council member in Farmers Branch [was accused of calling DART riders "trash" during a discussion about reducing the city's contribution.](#)

But not all cities want funding cuts. Garland City Council member Dylan Hedrick wants to maintain the funding as it is, and last month asked the council to introduce a resolution in support of DART.

"A lot of our industrial base workers rely on DART for transportation, and we just don't want to really ruin our relationship with DART by calling for that when we rely so heavily on it," he said.

Garland is second to Dallas in the number of residents who use DART, according to the agency.

Hedrick said he does hear other city's concerns over safety and cleanliness, but he doesn't think that should lead to cuts.

"They're trying to trying to improve just like everyone else is, and I don't want to damage that relationship by calling for any funding cuts right now because it's just too important to the city of Garland," Hedrick said.

Members of Richardson's city council also expressed their support for the agency during a meeting last month.

"I think the resolutions going on in some of those other DART member cities... they seem to be divorced from reality as far as the work that DART is taking and as far as our regional transit and regional mobility goals," council member Joe Corcoran said.

DART CEO Nadine Lee said in a memo earlier this year that any reduction in funding would [impact services and hurt the agency's budget.](#)

What DART board members are saying

Any reduction in the sales tax contribution would be up to state statute or the DART board, which is divided on the issue.

"I just cannot support the effort that I'm hearing from the cities who need more money. We got to find a solution for that," DART board chair Gary Slagel said during a meeting last month. "It shouldn't be taking money away from DART."

Slagel, who represents Richardson and the Park Cities on the board, is among the most vocal opponents to sales tax reductions.

KERA reached out to all 15 members of DART's board of directors asking whether they would support a reduction in member city contributions. Enrique MacGregor reiterated comments he made in a Dallas Morning News op-ed, calling the move "myopic."

"A reduction in funding would necessarily mean reduction in service," he said.

Board members Randall Bryant, Marc Abraham and Patrick Kennedy all told KERA they would oppose cutting the contribution.

"Nevertheless," Bryant said in his written response, "with an expected FY 2024-2025 sales tax revenue of \$910.2M to DART from our member cities, I do agree that the councils, city managers and voters should always ensure there is a true value in the DART penny."

Other members are willing to compromise. Vice chair Rodney Schlosser, one of several Dallas representatives on the board, said he's not ruling out the option to reduce funding.

"DART is a product of the member cities and largely funded by taxpayers. We should embrace interest in improving the operation, and finding efficiencies," Schlosser told KERA in a written statement. "Returning a portion of the DART sales to the member cities has implications, and we should explore those tradeoffs as a Board, and with the cities."

More than half of the members did not respond to several requests for comment.

The board is anticipating the results of two surveys in the coming months to weigh in on the issue. One is being conducted by Ernst & Young, looking at cost allocation by member cities. Another looks at the Regional Transportation Council's plan to expand transit services by 2050, dubbed Transit 2.0.

Both surveys could have an impact on the decision over sales tax contributions.

Impact on riders

Back at the downtown Rowlett station, Vicki Updike sits outside the platform waiting for her ride. She said fewer services could make getting around even less accessible for people with disabilities like her.

"I could not afford to do without DART," she said. "I would leave the city of Rowlett ... if they reduced DART, because there's no other transportation around here to get anywhere."

She said cutting funding simply makes no sense.

"You cannot reduce anything to make it better," Updike said. "All you can do is try and change the programs, maybe adjust it to another area or another pocket, but you can't take it away and expect them to do better."

So as cities ponder over the future of DART, at the end of the day, it's the riders who will be affected by those decisions.

WFAA

COULD DALLAS GET GONDOLAS TO HELP REDUCE TRAFFIC?

North Texas cities have until the end of 2024 to submit proposals for the gondola system, and Swyft Cities plans to pick its pilot location by mid-2025.

By Noor Adatia, Dallas Business Journal
August 7, 2024

It is a universally acknowledged truth that roads in Dallas-Fort Worth are a bit congested. And it's likely to get worse, given population projections.

One technology company thinks the solution to traffic may be above ground — way above ground.

An autonomous elevated cable and rail system akin to gondolas, known as Whoosh, could be coming to one of five North Texas cities as part of a pilot program aimed at providing greater local connectivity and alleviating a bit of traffic in the Metroplex.

California-based Swyft Cities is the company behind the proposed system of on-demand, elevated trams. City leaders from Dallas, Plano, Arlington, Frisco and DeSoto have all expressed interest in getting this technology and are now in discussions with the transportation company to decide on potential locations, timelines and funding models.

North Texas cities have until the end of 2024 to submit proposals for the gondola system, and Swyft Cities plans to pick its pilot location by mid-2025.

An animated depiction of the system in action resembles a futuristic, sci-fi world — one that could become a reality in North Texas in the coming years. The program also aims to be green: the cable cars, which must be at least 16 feet in the air, are electric, meaning they emit fewer pollutants.

While some have discounted gondolas as a costly, gimmicky solution to the increasingly serious issue of congestion in North Texas, proponents suggest a gondola system could help smaller cities better manage their surging populations and related traffic concerns.

"Whoosh provides the 'perfect Uber' — fast, on-demand, nonstop trips with a great view," Jeral Poskey, CEO of Swyft Cities, said in a statement. "Vehicles are waiting for you at stations, instead of the other way around."

Swyft Cities, which operates legally as Holmes Solutions LP, has been working with the North Central Texas Council of Governments, or NCTCOG, for three years on the pilot program.

The local government association's Certification of Emerging and Reliable Transportation Technology program looks to leverage new technologies, like those pitched by Swyft, to meet the region's escalating transportation needs. CERTT launched in May 2022 and prior rounds connected cities with a hyperloop company and another prospective gondola system called JPods. NCTCOG is still working to gauge interest in these systems in the region.

"Being able to leverage private dollars is significant in our region, to be able to build out our transportation infrastructure and catch up with all of the growth that we've had to stave off the worst elements of congestion," said Brendon Wheeler, program manager of transportation at NCTCOG.

Reality check

Approval from NCTCOG doesn't necessarily mean North Texans will be seeing gondola cable cars built anytime soon. The goal of the CERTT program is simply to "create that initial handshake" between local governments and companies, Wheeler said. NCTCOT wants to ensure those conversations are happening, even if the gondola system isn't constructed.

But some city officials are hopeful an aerial tramway could alleviate traffic on their roads. By 2050, North Texas is expected to eclipse 12 million residents — up from around 8.4 million today, Wheeler said. Planners say this growth will further strain the area's highways and roads.

"Our current transportation system is maxed out," Wheeler said. "So we recognize the need for more transportation solutions."

The goal of the cable car system is not to replace cars but rather to complement the existing infrastructure, including highways and rail lines meant for long distances. The tram system would be for short distances in dense areas where driving and parking a car is less efficient. The initial phase of the Whoosh system would have a radius of about 3 miles.

"If you're in a mixed-use district-type environment, then going from one side to the other, there's no need to jump in a car or wait for a bus or something like that," Wheeler said. "You'd be able to hop on the Whoosh system and get there more directly."

Dallas Area Rapid Transit, which services 13 cities in North Texas and operates the longest light rail system in the United States, said it is aware of Swfyt Cities' gondola proposal. With new transportation solutions slowly coming on line, the local transit agency said it is important to consider how such projects would interact with existing DART services and help customers complete their respective commutes.

If approved, DART said it would "work to understand how the system would connect with its (existing) services" and how riders would navigate them.

[Mixed-use developments](#) continue to proliferate in DFW. And developers often talk of the desire for walkability and vibrant streetscapes. An overhead form of transportation could be useful to reduce congestion in these already densely packed areas, Wheeler noted.

Brian Shewski, the City of Plano's transportation engineering manager, said a gondola system could never replace roads — but that it's one possible way to mitigate local congestion.

A gondola system "is only one small component in the congestion relief toolbox that Plano is considering for the future," Shewski said in an emailed statement.

Many roads in the core of the Metroplex have reached a point where it's no longer possible to widen them, he said.

"We really need to start looking at options available to us to try to remove the traffic and motorists on the roadway system in some form or fashion," Shewski said.

This kind of innovation can happen alongside more traditional investments in transportation. Plano has been working on adding right-turn and dual left lanes to increase capacity on roads, which also improves safety for motorists.

Of course, this technology isn't an entirely new solution to getting around. Traditional gondolas, typically used in ski lifts, use a fixed car that moves back and forth along a lengthy cable and requires big engines.

"It's really not anything so exceptionally new that it could be scary," Wheeler said. "We're introducing some new concepts to it, and we're making it better."

Traditional gondola systems are slow and inefficient, Shewski said. Swyft's technology reimagines the system: each vehicle has its own engine and can transfer to different lines, making them more efficient and cost-effective. The cable cars can travel from one destination to another without stopping at intermediate stations along the way.

"What Swyft has is the equivalent to a paved roadway system in the air," Wheeler said. "It's the vehicles themselves that move along in such a way that they can build a grid pattern, much like a roadway grid."

Government leaders intend to implement the technology in a location that makes sense. Plano city officials proposed the Legacy Business Park area, which extends along Legacy Boulevard between Parkwood Boulevard and Communications Parkway, as a place worth examining.

"From a density standpoint, it is only exceeded by downtown Dallas," Shewski said of Legacy Business Park. "It is a hot mess of congestion."

Cost, safety concerns

Not everyone is thrilled. In online forums, some critics have emphasized the need for upgrades to the region's roads and related infrastructure. Others have expressed concerns about the cost of such a project and wondered whether it would place a burden on taxpayers.

[A July 9 editorial](#) by the Dallas Morning News contended that gondolas are costly, inefficient and typically work best in regions of high elevations — unlike mostly flat North Texas.

"Planners should work on how to move large numbers of people, not boutique alternatives more suited for tourism and sightseeing than mass transportation," the newspaper's editorial board wrote.

During a March 2023 Plano City Council meeting, Shewski said that private equity would fund the entire project. Council members approved submitting an application to Swyft Cities in the same meeting.

At the time, Council Member Anthony Ricciardelli said he was in favor of exploring the transit technology but had some concerns about safety on the gondolas, which he noted are enclosed spaces used by a small number of people. Shewski said Swyft Cities was looking into adding facial recognition technology to deter any potential bad actors.

So far, Plano has not made any financial commitments for an elevated cable car system.

Cable cars can hold up to five passengers each and are compliant with disability access. Fare for riders will depend on location and use; some districts could opt to provide free transit while others serving daily commuters may implement a "modest fare," Poskey said in a statement.

The total cost of the North Texas pilot system is expected to be around \$30 million to \$50 million. Swyft Cities is examining a variety of funding options, including federal grants, public-private partnerships and private investment, according to Poskey.

"As the region is growing at such an exponential rate, faster than any large metro in the U.S., we really have the need to do it well, avoid the mistakes and missteps of other regions and do it in a way that provides access to the local community," Wheeler said.

REDEVELOPMENT OF DALLAS' CONTESTED PEPPER SQUARE SHOPPING CENTER SET FOR THURSDAY VOTE

The Dallas Morning News covered the details behind the brewing zoning battle earlier this summer

By Nick Wooten
August 7, 2024



Pepper Square shopping center signage in Dallas, on Saturday, May 11, 2024. There are proposed changes to update the aging shopping center into a mixed use property with residential units, retail, restaurants and green space. (Ben Torres / Special Contributor)

The City Plan Commission is slated to vote Thursday on a rezoning case that would allow [Pepper Square, a Far North Dallas shopping center, to become a mixed-use development](#) that could house nearly 1,000 apartments.

Developer Henry S. Miller submitted updated plans to city staff late last month that now call for a maximum of 984 units. The complex would include 116 units designated for retirement housing and another 116 units for mixed-income. Roughly 35,000 square feet of the project must be set aside for retail or personal service businesses under the new request.

City staff recommended the project be approved subject to a conceptual plan, a development plan and other recommended conditions.

Votes on the project were postponed in June and July as Henry S. Miller refined the proposal. The Dallas developer wanted zoning for up to 1,550 units in earlier proposals.

Attempts to rezone the Far North Dallas shopping center began in 2022 and residents opposed to the project have been vocal in recent months at public meetings.

In a recent survey of homeowners associations near the retail strip, about 91% of the 1,100 responses said a development with 400 or more apartments is “not acceptable.” The survey was conducted by the Pepper Square Neighborhood Coalition, a group with members from roughly 20 homeowners or neighborhood associations concerned with the proposed redevelopment.

District 11 Councilwoman Jaynie Schultz, area residents supportive of the redevelopment and others involved in the project have questioned the validity of the group’s survey.

Natalie LeVeck and other residents near the shopping center who opposed the project previously told *The Dallas Morning News* that they don’t support it for several reasons, including concerns about other planned apartment projects and increased traffic near Preston and Beltline roads.

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 March traffic analysis submitted by project consultant Masterplan found the development could be successfully incorporated into the roadway network. The analysis also recommends roadway improvements near Pepper Square.

Sean Jensen, president of Prestonwood Trail Neighborhood Association, previously told *The News* that he’s optimistic about the redevelopment plan. The combined apartment and retail space could breathe more life into Far North Dallas. The project could also be a key in linking city trails, he said.

The News will update this story following Thursday’s meeting. A [link to the meeting](#) can be found here. The public meeting starts at 9 a.m. and the board is expected to take up the matter later in the afternoon.

END OF THE LINE? DART FACES UNCERTAIN FUTURE AS NORTH TEXAS CITIES TRY TO CUT FUNDING

City officials say poor service and a lack of transparency underlie recent votes to cap funding to the agency.

By Amber Gaudet
August 9, 2024



Travelers exit a DART light rail train at the downtown Plano Station, Wednesday, Aug. 7, 2024, in Plano, Texas. (Elias Valverde II / Staff Photographer)

Dallas Area Rapid Transit, the region's largest mass transit agency ferrying [nearly 50 million passengers](#) last year, could lose \$6 billion in funding during the next two decades if cities that pay the bulk of its budget get their wish.

Six of DART's 13 member cities have [passed resolutions since June](#) in support of cutting sales tax contributions to the transit agency by a quarter. Another member city, [Dallas, has openly discussed doing the same](#).

Since DART was formed in 1983, participating cities have paid a penny sales tax — a 1% tax on every dollar spent — to DART. Sales tax revenue represents about 70% of the transit agency's overall budget. Other revenue sources include fares, federal funds, interest and debt issuances. Plano and Irving, two of DART's biggest sources of sales tax revenue, would each save about \$30 million annually by cutting contributions by a quarter.

DART leaders have said that would cripple the agency, leading to deep service cuts throughout the region. Member cities, however, say they've waited years to get answers from DART about where their dollars are going — and are ready to take the fight over funding to the Texas Legislature to change the laws governing regional transit agencies.

DART's system services about 700 square miles in Dallas-Fort Worth, operating 692 buses and one of the [longest light rail systems in the country](#). The urban rail and bus network is the primary source of transportation for thousands of area residents traversing the sprawling metroplex. The usefulness and scope of that system is now in question by cities looking to claw back millions of dollars in [contributions, which have grown to \\$870 million a year](#).

How DART was formed and funded

In August 1983, voters in 14 cities in Dallas-Fort Worth cast ballots in favor of forming a regional transportation authority that collected a one-cent sales tax from member cities. Seven suburban cities voted against the proposal.

DART Vote At a Glance							
Precinct results inside				(318 of 318 precincts reporting)			
Voting YES				Rowlett	270	223	54.77%
City	Yes	No	% in Favor	University Park	3,126	991	75.93%
Addison	303	127	70.47%	Voting NO			
Carrollton	2,598	1,149	69.34%	City	Yes	No	% Against
Coppell	328	156	67.77%	Cockrell Hill	81	112	58.03%
Dallas	59,523	47,904	55.41%	Dallas County*	49	91	65.00%
Farmers Branch	1,621	1,016	61.47%	Duncanville	1,797	1,965	52.33%
Flower Mound	215	175	55.13%	Grand Prairie	2,020	2,201	52.14%
Garland	7,114	3,757	65.44%	Lancaster	244	879	78.27%
Glenn Heights	39	38	50.65%	Mesquite	2,192	2,213	50.24%
Highland Park	1,862	549	77.23%	The Colony	468	527	52.96%
Irving	4,857	3,686	56.85%	Wilmer	84	96	53.33%
Plano	6,099	2,419	71.60%	TOTAL	101,986	73,161	
Richardson	7,096	2,887	71.08%	*Unincorporated			

Fourteen of 22 cities voted to create DART via a one-cent sales tax in 1983. (Dallas Morning News archives)

That support led to the creation of DART. It was the second attempt to form a regional transit authority supported by a one-cent sales tax.

As early as 1988, according to *The Dallas Morning News* archives, some local officials and residents were expressing doubts about the newly-formed DART, complaining of poor system design, excessive costs and mismanaged funds.

It's long been common for transportation agencies to be the subject of poor public opinion, according to Michael Walk, a researcher at the Texas A&M Transportation Institute.

"The norm for transit systems, particularly across the U.S., is to struggle with public perception, whether it's the riders themselves being maybe dissatisfied with the way the routes work or with safety or cleanliness of systems or nonriders seeing public transit as a less desirable service," Walk said. "So I think it's an ongoing challenge to correct those perceptions or to mitigate the ramifications of them."

The state's [Transportation Code](#) gives transportation agency boards the authority to voluntarily ask the state comptroller to collect sales taxes at a lower rate than what the public authorized

when DART was formed. If the DART Board of Directors does not do that on its own as member cities that have passed resolutions want, officials would be forced to ask the legislature to change the code to create another avenue to cut funding.

As cities demand answers, riders fear cuts

When Dallas resident Alexander Dunn heard Plano [passed a resolution in June](#) to cut their contributions to DART, he started organizing. On a Saturday afternoon in late July, Dunn and about 50 other DART riders and advocates gathered in a small community room in downtown Dallas to discuss how to respond.

“People are really keyed into the fact that this is an existential fight for the future of DART,” Dunn said.

Dunn’s group, Dallas Area Transit Alliance, says riders will ultimately pay the price for funding reductions. Although he’s a casual user of DART who owns a car, he knows many rely on the system as their sole source of transportation.

Although exactly what cuts would happen would be determined if funding reductions were finalized, they could include less frequent buses, cuts to paratransit service for disabled riders, workforce reductions and deferred maintenance.

“Many options from my personal perspective exist including consolidation of bus routes, increased schedule intervals for buses, light rail and commuter rail, as well as the reduction up to removal of GoLink service,” DART board member Randall Bryant said in a public statement. Bryant represents Dallas on the board.

The alliance [launched an online petition](#) objecting to the cuts that has collected more than 1,400 signatures as of August 6.

“All of the progress DART’s been making over the past year, more than a year, with regards to security, cleanliness, maintenance, reliability, frequency — all of that would go away if DART loses a quarter of its sales tax revenue,” Dunn said. “And even beyond that, we now have to be starting to work from the bottom trying to get back to that [current service levels] before we can even think about improvements.”

Officials say they empathize with riders and are advocating to make the system they rely on better.

“Plano is very pro-transit — I think that gets lost in some of the discussions and media surrounding the discussion,” said Plano director of government relations Andrew Fortune. “There’s been a lot of discussion around, ‘Oh, my goodness, this is going to harm riders or it’s going to cut services’ and that’s really not the proposal.

Rowlett Mayor Blake Margolis said he understands riders’ concerns and does not want to see service in his city reduced.

“We support transit,” Margolis said. “We want to see DART perform well, we want to see trains be clean and safe, and we want to see ridership go up. But we also know that just the way that the business is functioning today is not working in the best interest of DART member cities.

“And if we want to see this transit system grow regionally, then it’s something some kind to change with this structure.”

‘Rendering the entire system useless’

Leaders at the mass transit agency say reduced contributions would mean significant cuts to the frequency and number of critical routes. Service frequency could be cut back from 15 minutes to as much as one hour on some routes, and paratransit services for disabled residents would also be cut back to federally mandated minimums, DART CEO Nadine Lee said.

“When you’re getting to those levels of service on your best lines, best corridors, you’re really rendering the entire system useless,” Lee said.

The agency would also have to halt or delay maintenance and modernization projects. Those [include efforts to upgrade](#) original rail signal systems, infrastructure and vehicles and to modernize passenger amenities and facilities.

“Both the light rail fleet as well as the bus fleet is ending its useful life or reaching the end of its useful life,” Lee said.

“We know that we need to program a tremendous amount of money to modernize our system because it is aging and because it is becoming increasingly more expensive for us to maintain what we have because of the age of our assets. And so the spending that we’re doing is prudent.”

The agency hopes to expand services as the region contends with a growing population.

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

Growing contributions means more accountability

Several member cities that have publicly supported capping DART contributions have said they do not want service cuts and the recent resolutions were an attempt to get answers from the agency. Top officials from three member cities said they have been asking DART for years to provide a detailed breakdown of what services the cities get for their dollars, along with local ridership numbers.

“We continue to look at how much revenue is increasing year over year, and still can’t get an accounting of what it costs to provide services in Plano, so that really became a driving aspect,” Plano city manager Mark Israelson said. “I think Plano has been very patient in waiting for some of those answers over these years, and we’re at that point of really wanting to know what that provides to our community.”

The agency provided a cost allocation report by city in 2022, DART chief financial officer Jamie Adelman said.

“There were three or four attempts that we made to try to allocate the cost by city in order to answer the question that we were hearing from the cities, and I will tell you that every time we turned something in to the cities for their review, they were not happy with it [but] they were not clear about what they weren’t happy with,” DART CEO Lee said.

Figuring out how to break down systemwide costs like light rail by city has remained a challenge, according to Lee.

DART has commissioned a study examining the return on investment for each city by Ernst & Young, results of which are expected in September.

Also expected in the fall is the Transit 2.0 report, a study commissioned by the North Central Texas Council of Governments to examine regional transportation needs, including DART funding, through 2050. Lee and North Central Texas Council of Governments Regional Transportation Council director Michael Morris have separately urged cities to wait for the results of the studies before taking action.

“The resolutions that the cities are taking are premature and the reason why they’re premature is we’ve already outlined the process to get their questions answered,” Morris said.



Phedeje Nwaneche of Dallas boards a DART light rail train at the downtown Plano Station, Wednesday, Aug. 7, 2024, in Plano, Texas. (Eliás Valverde II / Staff Photographer)

Among other top issues for member cities is service. Officials from cities voting to cut funding have said they regularly hear complaints from residents about poor system design, [crime](#) and unclean buses and trains. Meanwhile, the dollar amount of tax contributions by member cities to DART has [grown for the past 10 years](#) and is expected to increase about 4.5% in fiscal year 2025.

“What would have the most impact positively toward their ridership is to enhance their basic services, making sure their trains and busses are clean, making sure that there’s proper fare enforcement, making sure that people feel safe while riding public transportation, which has been a plague on the system and which my constituents tell me is the reason why they don’t feel safe riding the train anymore,” Rowlett’s Margolis said. “This is about saying, ‘Hey, wake up, let’s refocus back on the important things that DART needs to focus on and get right.’”

Not all member cities think DART is doing a bad job. Officials in Garland and Richardson have expressed support for DART in public meetings, though none have taken formal action in support of the agency.

DART said they have tried to engage with city leaders about how to meet the needs of each community, but often haven't gotten clear answers on what those needs are. Some member cities haven't engaged at all, staff said during a committee meeting earlier this month, though the agency keeps trying.

Related: [Crime, police calls up on DART trains and buses](#)

DART, cities face revenue pressures

Member cities have pointed to low ridership as a reason to cut funds. DART says ridership has recovered about 83% since the COVID-19 pandemic, ahead of [the national average](#), though they did not specify what metrics they use for the figure. Online ridership data shows fiscal year-to-date ridership through June 2024 is at 41.4 million compared to 52.8 million in June 2019, about 22% lower than during the pre-pandemic measure. DART's fiscal year runs October through September.

Related: [New DART program to address homeless, mentally ill looks promising](#)

"We spend...this year the projections are \$108 million — that's more money than we spend on anything," Irving mayor and DART board member Rick Stopfer said. "And what are our residents getting for it? Are they really getting the service that \$100 million deserves?"

Board member Patrick Kennedy, who represents Dallas, said cities should be looking to increase density around stations to encourage ridership.

"Like 80% of where ridership comes from is the built environment and land use patterns," Kennedy said. "We should be going pedal to the metal for the next 10 years doing that rather than trying to take away revenue."

Like other organizations, transit agencies have been subject to inflationary pressures that have squeezed finances, according to transportation researcher Walk.

"In addition to just general inflation and labor costs increases, it's been a very big challenge to keep the workforce and to then have to pay them what they need in order to stay in a very difficult job," Walk said. "Just like the rest of the industry, and every person is experiencing, whether it's parts or fuel, or supplies, professional services, everything has been going up recently, and so transit agencies feel those pressures, just like every other business and company."

That's not to say every transit agency is 100% efficient, Walk said. There are significant maintenance and operational costs to running a large transit system that might be difficult to communicate in a direct service-for-dollars way that cities desire. Those cost pressures can get in the way of investing in service upgrades like frequency increases.

City leaders from Rowlett, Plano and Irving have complained the DART system is a magnet for crime and the service is losing money because residents with other options are choosing not to ride DART.

DART crime reports [increased 18%](#) for the second quarter of 2024 over the same time last year, but DART says that is because of increased efforts to be proactive in addressing issues. The agency has [added more than 100 armed security officers](#) to address crime and [partnered with Parkland Health](#) for homeless and mental health outreach.

Margolis has pointed to fare evasion as an area where DART could shore up funds. Fares generally make up a small percentage of overall revenue, and things like day passes and federally mandated discount fares for certain groups complicate the fare picture, Lee said.

The agency [had 73 fare enforcement officers](#) last year. Increasing enforcement through a wider deployment of officers would result in more costs than returns, according to Lee.

“I think there’s a perception that we’re missing out on a significant amount of fares, and I don’t think that that is accurate,” Lee said.

DART has said cutting funding would only introduce more issues into the system.

“That means now you don’t have money to do the repairs on a 40-year-old system that needs to be done to keep the system up to date, and you keep making the entire system worse and worse,” DART spokesperson Jeamy Molina [said in July](#).

Related: [Rowlett is the latest city to vote for slashing DART funding](#)

Looking to Austin for answers

Any reduction to the one-cent tax could potentially put DART in default with bondholders, staff told the board during a committee meeting earlier this month. About 25% of what DART spends every year is on debt service.

Member cities say they are dealing with their own budget constraints. Dallas has discussed whether to divert DART funds to [deal with its pension crisis](#), though only the DART board or the Texas Legislature can trigger changes to DART’s funding structure. Officials have pointed to a 2019 state law that [capped local government property tax increases](#) at 3.5% without voter approval.

“We had that implemented, and we had to adjust very quickly,” Plano’s Israelson said. “We didn’t have an extended period to be able to do that. So we’ve learned to live with revenue caps. We think DART can, too.”

Related: [Dallas City Council could consider diverting DART funding to address pension crisis](#)

Israelson said the goal is to lower the city’s sales tax contribution to .75 cents per dollar. A revenue cap could also have incremental growth baked in to account for inflation.

“Right now, we would challenge the discussion that if they are fully funded at the dollar amount that they have this year and going forward they have a revenue cap that has some sort of increment of growth in it, I would challenge the question, tell us how that’s a service reduction versus the current service level,” Israelson said.

Plano and Irving send more than \$100 million a year to DART. The \$30 million or more that would be saved under their funding cut requests could provide relief to city budgets struggling to pay for other services.

Israelson said it would be up to Plano voters how those dollars are spent. In Irving, Stopfer said he would keep that money focused on getting residents where they need to go — though he isn't sure what that might look like. Bus stops, sidewalks and streets all need attention in Irving's DART service areas, he said.

"There's a tremendous amount of dollars that need to be spent so that the individuals that are using these busses are in a clean, safe, accessible environment," Stopfer said.

With the DART board not expected to offer a resolution to reduce funding, cities are weighing their options ahead of the next legislative session.

"If we really want to deal with these issues, it's going to require legislation," Stopfer said.

A proposal being considered by Plano officials would amend the Texas Transportation Code to restrict the issuance of future debt pledges to 3/4 a cent of tax revenue and "immediately" institute a revenue cap equivalent to DART's sales tax projections for fiscal year 2024. An annual 2% growth index from sales tax revenue would be allowed for one-time expenditures, with any growth above 2% dedicated to paying off debt faster.

The proposal is a starting place for discussions and is the result of a consensus among member cities that passed resolutions supporting DART revenue caps, according to Plano's Fortune.

Most of the items in Plano's proposal can be accomplished by the DART board without legislative action, which Plano officials still hope for, Fortune said. But if DART doesn't come to the table, officials will take the fight to Austin.

Plano will likely finalize its legislative program in October.

Stopfer said he would like to see legislative action to allow cities to join DART for less than a full penny, and to allow funds in excess of a capped amount to be returned to member cities.

"I think that there's got to be a certain amount of transparency on how the dollars are spent, [and] I think that there's got to be some correlation between ridership and dollars spent," Stopfer said. "I think that if you're truly going to bring other people on board, in addition to lowering the percentage, you're going to have to change the makeup of the board because no one is going to come on a board that they can't have a voice on."

Board members are appointed based on a member city's population, giving Dallas eight representatives on the board. Other cities have at most two each.

Rowlett is also thinking about contingencies, according to Margolis, though he said it was too early to share specifics.

"Conversations are happening more and more between a coalition of member cities — we're working on our next steps and formulating that and getting ready," Margolis said.

DART is considering its own legislative priorities. The board recently postponed a vote to finalize a legislative agenda that included language opposing "legislation that could detrimentally impact DART's mission, finances, governance or operations, including changes to DART's sales tax statute."

The board will revisit the issue in September.

DART wants to keep talks about how to move transit forward local, Lee said and continue discussions with member cities about how to meet the unique needs of each area through its area planning process.

“We have had conversations with each individual city about their vision for the future,” Lee said. “What they’re trying to accomplish in the future, where they see development patterns happening, where they see their major travel corridors where we can add that travel capacity for them. How we incorporate transit as more of an essential piece of the fabric of their cities.

“Those are the conversations I want to be having instead of trying to fight something down in Austin.”

HERE'S WHAT THE FUTURE OF EV CHARGING LOOKS LIKE IN TEXAS

Many of the state's chargers are concentrated in affluent urban areas, but plans are in place to change that.

By Andrew Long & Amber Gaudet
August 9, 2024



Electric vehicles, and chargers, are becoming more ubiquitous across the state. (Irwin Thompson/The Dallas Morning News)(IRWIN THOMPSON)

Less than 2% of vehicles in Dallas-Fort Worth are electric, though nearly 40% of the state's registered EVs are located in the region. Regional and state planners are betting on that number to grow, and the need for chargers along with it. Global passenger EV sales are expected to [exceed 30 million](#) in 2027.

“Range anxiety” — the fear of running out of juice before reaching another charger — has deterred some drivers from making the switch to an electric vehicle. Many who own EVs have a second vehicle for longer-range trips. But as automakers, environmental groups and many officials hope EVs will become more ubiquitous, they're embarking on a plan to make chargers easier to access.

Here's what to know about the future of EV charging in Texas:

Public chargers will increase, while home charging becomes easier to access

Texas is investing \$400 million to expand statewide charger access through the five-year Texas Electric Vehicle Charging Plan passed in September 2023. The plan, spearheaded by the Texas Department of Transportation, aims to put enough infrastructure in place to serve a million EVs. That's nearly [five times as many](#) as the state has now.

Step one is to reduce range anxiety in long-range travel, which the plan says "is the best way to build out a statewide charging network." Most EVs can get at least 110 miles on a full charge, with some models exceeding 300, [according to the U.S. Department of Energy](#).

Certain highway routes across the state have been designated as alternative fuel corridors. These corridors, like I-35 between Dallas, Austin and San Antonio, must be completely traversable by non-gas vehicles with roadside charging stations at most every 50 miles. Each station along highways or at county seats is required to have at least four ports in case traffic is bad or one goes offline.

TxDOT will work with private charging providers to install stations along these corridors, but will not own or operate them. A full battery refill at a fast charger costs [anywhere between \\$10-\\$30 on average](#).

On the residential side, charging options for people without a garage are becoming more common. The City of Dallas is aiming to [install 1,500 EV charging ports throughout the city](#) by 2030 as part of its climate action plan, many in apartment complexes. A study by the North Central Texas Council of Governments found that 54% of multifamily housing locations do not currently have access to a charger.

"As there's a wider acceptance of the cars and people start buying them, you have to be able to get to a charger," said Neal Farris, a former vice president of the local chapter of the North Texas Electric Auto Association. "Because if you live in an apartment, you can't do a fast charge, you can't charge overnight, you don't have a place where you can plug in your car and let it sit for hours and hours and hours."

Most chargers are in affluent urban areas — for now

Although there are state-wide and national plans for electrification, charging infrastructure is not spaced out equitably. People with higher incomes — and living in more affluent areas — have historically been early adopters of EVs, [though that is changing](#) as vehicles become more affordable.

"I think most of the adoption has been in this segment of the market where people have been able to sort of avoid all the inconveniences of owning an electric vehicle," said Erich Muehlegger, a professor of economics at the University of California-Davis who has [researched electric vehicles](#). "Either because they can charge that vehicle at home, or because they have an alternative vehicle that they can use for those longer trips where range anxiety might be more of a problem."

Most of Dallas' chargers are located north of Interstate 30 in central and northern Dallas. Built by private companies, charging stations are often [concentrated in urban shopping centers](#), airports and hotels where people tend to park for long periods.

Low-income neighborhoods and less urbanized areas lack charging access — more than 70% of public EV charging ports are in the top fifth of U.S. counties for income, [one study found](#).

Regional planners are hoping to change that. The North Central Texas Council of Governments, along with local partners, is heading up an [effort to install up to 100 charging ports](#) at public stations throughout the 16-county region. That initiative, backed by a \$15 million federal grant, is focused on filling gaps in charging deserts.

Related: [Federal EV charger funding to 'fill gaps' in underserved areas, Dallas officials say](#)

The statewide plan mandates fast-charging stations be installed at rural county seats — half of the state's federal EV grants are dedicated to rural areas — allowing less-traveled areas to still be accessible.

Charger growth will likely encourage EV adoption, and vice versa

Both EV adoption and charger installation have been rapid in Texas. More than [200 additional chargers](#) have been installed since late May, climbing from about 3,700 to just under 4,000. The state's number of registered EVs has also [soared](#), jumping from just under 81,000 in 2021 to nearly 220,000 last year.

But range anxiety can be tough to break. If there aren't enough chargers to feel confident driving an EV, many people won't drive them, which can mean fewer chargers are built. Dallas' charging infrastructure "amounted to "less than 40% of the capacity necessary to meet the demands of public and workplace EVs" in 2022, according to a city memo.

An important step, Muehlegger said, is when people who may not have garages or charging spaces in their apartment complexes buy EVs. Since they rely on public charging networks, having a dedicated charging place near one's house or a "density" of stations nearby becomes necessary.

"Many of the households that have adopted electric vehicles so far tend to be relatively higher income households where they are able to pay the upfront cost of that electric vehicle and they don't really feel the sting of that higher personal price," Muehlegger said.

Range anxiety isn't strictly an EV problem, Farris said, and often hits recent adopters harder than longtime EV drivers. The relative scarcity of charging stations compared to gas stations becomes less of an issue once drivers know what's near them, but many "newbies" haven't developed that routine or are worried chargers won't work when they drive up, an especially pressing problem at busy stations.

Still, Farris said as the awareness of chargers increases and people treat them like gas stations, range anxiety will decrease. That just takes time.

"I think the infrastructure is here. I think it's kind of like the cake has been baked, and it's sitting there on the table," Farris said. "It's just now they've started icing it and putting decorations on it."

NEW DALLAS-TO-FORT WORTH BULLET TRAIN ROUTE ADVANCES TO ENVIRONMENTAL REVIEW

The regional transportation planning agency spearheading the project approved an additional \$1.6 million to fund the study Thursday.

By Amber Gaudet
August 8, 2024



An alternative route for the proposed Dallas-to-Fort Worth bullet train that does not run through downtown Dallas is being considered by regional planners. (Rose Baca/Staff Photographer)

A new alignment for the proposed Dallas–Fort Worth rail line that will not run through downtown Dallas is moving forward for environmental review.

The North Central Texas Council of Governments Regional Transportation Council approved an additional \$1.6 million to fund moving the proposed route that loops west of downtown forward to the federal review process Thursday. The move follows a resolution last month by the Dallas City Council that opposed the previous preferred route, which officials worried could disrupt plans for a new \$3 billion convention center and other high-dollar development projects near Reunion Tower.

The consultants heading up the environmental review process have not requested additional funds to account for reviewing another alignment, council director Michael Morris said. But the council asked for the money to be cleared in anticipation of a potential future request.

“We know we need to advance the western alignment to make sure it works, make sure there’s no fatal flaws,” Morris said. “My suspicion is we may need some money to finish because we’ve engineered more than we thought we’re going to engineer.”

The \$6 billion project would ferry up to 30,000 passengers a day between Dallas and Fort Worth in as little as 30 minutes. The Trinity Railway Express makes the trek in about an hour, but transportation planners hope the rail line would eventually connect to a separately planned [high-speed train linking Dallas to Houston](#) estimated to cost \$30 billion.

The new route, first presented in July, would run parallel to South Riverfront Boulevard and above a parking lot across from the Dallas County jail and courthouse. It would cross the [Jefferson Boulevard and Houston Street viaducts](#) and a portion of I-30, connecting to a federally cleared, seven-story-tall station in the Cedars.

The revised route would eliminate connections between points of interest like Union Station and convention center hotels. It could also cut the 31-mile rail line off from the convention center entirely, which Dallas officials do not want.

Interim city manager Kimberly Bizzor Tolbert is expected to formally request a direct connection to the convention center be included as part of the high-speed rail study, according to a [recent city memo](#). Morris said Thursday he believed the council had already received the request, but he had not had a chance to review it.

“One thing that’s clear is, no matter where that station goes, we do need that connectivity to our convention center, so you have our commitment to making sure that we work with whatever parties it’s required to get that connectivity,” Dallas City Council member Jesse Moreno told the council Thursday.

Dallas’ [July resolution opposing a rail line through downtown](#) also triggered an economic impact study of the Dallas-Fort Worth project. Dallas is currently accepting requests for proposals from contractors to commission the study.

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

Though officials originally discussed getting results in spring 2025, the goal is now to have results by October of this year, Dallas City Council member Omar Narvaez said.

“Now we’re talking October that it’s in front of us because we know that we need to get we need to get this moving,” Narvaez said. “As we get that economic impact study then we’re going to have all the data that we need, I think, in order to make a good decision so that we can continue along with high-speed rail.”

Amtrak, which is spearheading the separate Dallas-to-Houston project along with Texas Central, has raised concerns about the western alignment and is expected to issue a formal statement to that effect.

“We’ve heard through our conversation with Amtrak concern about moving away from the downtown option, the 2b option, since that did provide pedestrian connections from an Amtrak high-speed rail station in Dallas...and Amtrak’s at-grade hub at Eddie Bernice Johnson Union Station, two-thirds of a mile to the north,” NCTCOG program manager Brendon Wheeler said.

Although Dallas officials have expressed doubts about the need for the Dallas-to-Fort Worth rail line, transportation planners have said the route could serve as a connection point on a potential national rail network. The line would connect riders with Austin, and primes the region for connectivity with potential rail lines in other states are built.

With Dallas-Fort Worth's population expected to balloon to 11 million by 2045, it's also part of a larger effort to tackle growing highway congestion in creative ways. NCTCOG operates a program aimed at attracting new transit technologies to the region and connecting them with local governments.

A transportation system made up of elevated autonomous cable cars that riders can hail on demand is one that could be [piloted through the program](#).

FORT WORTH REPORT

NORTH TEXAS OFFICIALS INCREASE HIGH-SPEED RAIL STUDY BUDGET BY \$1.6M

By Eric E. Garcia

August 8, 2024

North Texas leaders approved \$1.6 million in additional funding Thursday to help study a proposed high-speed rail route that would run west of downtown Dallas to Arlington and Fort Worth.

The funding approved by the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, significantly increases the \$12 million budget to study environmental impacts as the agency seeks federal approval for the transit project, which would connect Houston with Fort Worth-Dallas. The funding would come from the federal Surface Transportation Block Grant Program.

“We believe we have a path forward,” said Brendon Wheeler, a transportation planning manager with the council of governments.

The agency is four years into the high-speed rail planning process, which includes a National Environmental Policy Act-related review. The regional agency is working with the Federal Transit Administration, the Federal Railroad Administration and other agencies on the lengthy process, which includes preliminary engineering and environmental documentation. The review process could be complete by March 2025, but the council of governments has been granted some flexibility for those requirements.

Future steps include funding opportunities for the proposal as well as corridor identification and development processes.

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

The route would cross Interstate 30 from the north and possibly curve toward the Kay Bailey Hutchison Convention Center, which is undergoing a \$3.7 billion expansion, before heading south to the high-speed rail station at The Cedars neighborhood south of the Central Business District.

Amtrak has indicated concerns about the western alignment and will submit a formal response to that proposal, Wheeler said.

Council of governments staff is working with the Texas Department of Transportation on finalizing plans for the I-30 corridor.

The revised route would eliminate connections to other rail services at the Eddie Bernice Johnson Union Station, the Hyatt Regency Hotel and other surrounding hotels. It has not been determined whether the system would connect with Dallas' convention center.

Dallas is currently conducting a four-month economic impact study to look at the positive and negative aspects of high-speed rail downtown. Fort Worth and Arlington officials are assisting in the study, which is expected to be complete in October.

An initial proposal for a seven-story rail line through downtown Dallas was favored by regional transportation officials because it would provide a “one-seat ride” approach for the system that could connect Fort Worth to Houston through Dallas.

The western alignment option creates challenges for Dallas officials, who will look for ways to move people from the proposed rail station in The Cedars to downtown.

Michael Morris, director of transportation for the council of governments and staff director for the Regional Transportation Council, said the high-speed rail plan would be “dead” if The Cedars rail station was changed since that site has already been approved after environmental reviews.

Jesse Moreno, a Dallas City Council member who represents western areas of the city, said the revised alignment is viable and that his constituents are excited about the rail project.

“We do need that connectivity to our convention center,” he said.

Raul Gonzalez, an Arlington City Council member, also expressed support for high-speed rail.

“The city of Arlington is excited to be part of this whole process,” he said.

Fort Worth-area leaders have pledged their support for a rail plan that will benefit North Texas, where the population is expected to double from 8 million to more than 15 million by 2050, according to council of governments growth estimates.

THE TEXAN

DFW HIGH-SPEED RAIL STUDY INCLUDES TWO POSSIBLE ALIGNMENTS INTO DALLAS | TRANSPORTATION | THE TEXAN

The regional transportation council also approved an additional \$1.6 million if needed.

By Kim Roberts
August 12, 2024

Update

The North Central Texas Council of Governments provided additional information to The Texan after the time of publication.

The Dallas-to-Fort Worth high-speed rail plans are moving forward with two options for entering Dallas to reach the downtown station proposed by Texas Central Railroad.

At the North Central Texas Council of Governments [meeting](#) on Thursday, August 8, the Regional Transportation Council (RTC) voted to allow the route consultants to proceed with engineering work on [two alternative routes](#) into Dallas from Fort Worth.

In June, Dallas unanimously [passed a resolution](#) that it characterized as a “pause” on plans to extend an anticipated high-speed rail line through its downtown area while it conducts an economic impact study.

Dallas originally thought the economic impact study would not be completed until next year, according to Dallas City Council Member Omar Narvaez, but last week he told the RTC that Dallas’ goal is to have it completed in October. “We know we need to get this moving,” Narvaez said.

In order to save time and not get delayed by the Dallas economic impact study, Director of Transportation Michael Morris asked the RTC to approve engineering for both possible alignments and an additional \$1.6 million if it is needed for the consultants working on the alignments. The additional funds will bring the total budget for the study to over \$13.7 million.

Currently, the Dallas-to-Fort Worth section of the high-speed rail route is undergoing an environmental impact process that the NCTCOG transportation staff understood had a one-year deadline. However, according to program manager Brendon Wheeler, the Federal Transit Administration (FTA) and Federal Railroad Administration understood the need for “flexibility” in the one-year environmental study timeline based on Dallas’ concerns.

Wheeler elaborated further when The Texan asked for more specifics about the “flexibility” after conversations with the FTA. “While there are no specific guidelines to extend [environmental study] timelines, FTA follows general guidelines, based on its discretionary authority, that balance the need to expedite the study through the [environmental] process with appropriate project development and stakeholder coordination to advance the right project through [that] process.”

The original alignment was designed to have potential connections from the proposed high-speed rail station to Dallas’ Kay Bailey Hutchison Convention Center, the Eddie Bernice Johnson Union Station for other Amtrak and light rail connections, and convention center hotels.

However, Morris pointed out that the new proposed alignment west of downtown would not allow for those connections.

Like the original proposal, the alternative would still be an elevated rail, but would run closer to the Trinity Riverfront and would face design engineering questions regarding its interaction with highway overpasses and a historic aqueduct.

Morris emphasized that the location of the Dallas high-speed rail station cannot change, as its location and design are part of an [environmental study](#) approved in 2020. “If that station changes, then the Dallas-to-Houston high-speed rail investment is dead,” Morris said.

A DIFFERENT WAY OF PRIORITIZING SAFETY, EFFICIENCY AND AIR QUALITY

By Angel Coker Jones

August 13, 2024

“I hate Dallas!”

I cannot tell you how many times I heard that statement – more like an expletive – come from my mother back when she was a trucker. Had the metro had a signal priority program back then, she may not have disliked driving through that area in a big rig so much.

The CCJ reported last year on the North Central Texas Council of Governments' (NCTCOG) efforts to enhance safety, mobility, efficiency and air quality associated with freight movements in the Dallas-Fort Worth region. NCTCOG recently announced partnerships with the cities of Arlington, Carrollton, Fort Worth, Garland, Grand Prairie and McKinney, as well as Dallas Fort Worth International Airport. They will deploy the Freight Signal Optimization Program across more than 500 traffic signals in their jurisdictions to help trucks move more efficiently through some of the region's key freight corridors, improving traffic flow by eliminating stops at traffic lights simply by extending the time the light remains green.

Several cities with higher populations have implemented signal priority systems for their local transportation authority's public bus lines. A project manager at Kimley-Horn – the planning and design firm selected by NCTCOG to identify the 500 traffic signals – previously told the CCJ they thought this was the first program in the U.S. to use this type of system for freight.

According to NCTCOG, for every 5,000 freight stops that are eliminated at traffic lights each day, fleets can save 3,800 minutes in travel time, \$1,500 in fuel and operational costs, 4 miles per gallon in fuel efficiency and 1,300 kilograms of emissions.

And to top it off, the service is free.

Prior to CCJ, I covered transportation for a business publication in one of Alabama's largest cities. During my time at that publication, that city had been working on implementing signal priority for its bus system. I thought it was cool then, and I think it's even cooler to implement such a program for freight.

I would like to see other big metro areas – especially in California with all its environmental policies – follow NCTCOG with similar programs. NCTCOG has done a lot of groundwork and discovery that it can share with other city, county and metro governments to help them jumpstart such a program.

Trucking companies and state trucking associations should investigate this and determine if it's worth advocating for in the high-traffic areas they travel through. Take the idea to local governments. They, too, are trying to reduce emissions, and this system requires no new equipment in the roadway or in freight vehicles.

You can read more details from our previous coverage here: [Texas-based project would give freight trucks priority at red lights.](#)

CITY OF ARLINGTON

EAST ARLINGTON RESIDENTS INVITED TO SIGN UP FOR INNOVATIVE GROCERY DELIVERY PILOT PROGRAM

By Susan Schrock

August 13, 2024



Photo caption: Clevon's autonomous delivery robot, CLEVON 1, is equipped with a spacious cargo bay that the participants can unlock with a code to access their food.

Interested in free groceries dropped off at your home? East Arlington residents are invited to sign up by Aug. 30 for the opportunity to receive nonperishable items delivered by air and ground robots to their homes as part of the City's grant-funded [Multimodal Delivery Pilot Program](#).

With the help of a \$780,182 U.S. Department of Energy grant, the City of Arlington is conducting this innovative pilot program to test the efficiency and scalability of using autonomous, electric delivery vehicles to reduce greenhouse gas emissions while serving residents in need. Arlington is partnering with Tarrant Area Food Bank, the University of Texas at Arlington, the North Central Texas Council of Governments, Dallas-Fort Worth Clean Cities Coalition, Airspace Link, Aerialoop, and Clevon.

The goal of this two-year study is to test and evaluate the use of no-emission or low-emission uncrewed aircraft and four-wheeled robots that are smaller than cars to deliver essential food items to individuals who are mobility challenged, historically disadvantaged, or lack a reliable means of transportation.

Interested in Participating?

Delivery participants are needed! The City and its partners aim to deliver at least 150 boxes of food from Tarrant Area Food bank to select East Arlington neighborhoods between Sept. 9 and Sept. 13. These deliveries will be made by Aerialoop's ALT6-4 VTOL Delivery aircraft, a 6-foot-long battery powered aircraft that can carry nearly nine pounds, and Clevon's autonomous delivery robot, CLEVON 1, which is equipped with a spacious cargo bay that the participants can unlock with a code to access their food.

Here's Who Can Participate

- Live in the target delivery area. This includes a portion of The University of Texas at Arlington campus and neighborhoods roughly bound by Abram Street to the north, State Highway 360 to the east, Pioneer Parkway to the south and Collins Street to the west. (See map below)
- Be available to receive the food package at your scheduled time the week of Sept. 9-13. City staff will contact you regarding your delivery time after sign-up.
- Be able to pick up the package from the delivery vehicle at your curb.

This is a fantastic opportunity to be at the forefront of innovation and help shape the future of transportation and delivery. Plus, you'll get groceries delivered to your door!

Want to Sign Up?

Visit arlingtontx.gov/multimodaldelivery or call 817-459-6688 by Aug. 30 to sign up and to learn more about the project.



Photo caption: Aerialoop's ALT6-4 VTOL Delivery aircraft is a 6-foot-long battery powered aircraft that can carry nearly nine pounds.

Delivery Service Area



NORTH TEXAS TO DEPLOY TRUCK PRIORITY SYSTEM ON 500 TRAFFIC SIGNALS

By Tom Stone
August 15, 2024

The North Central Texas Council of Governments (NCTCOG) has announced a V2X and 'green wave' signal optimization system to help trucks move more efficiently by giving them priority at intersections through some of the region's key freight corridors.

The cities of [Arlington](#), Carrollton, Fort Worth, Garland, Grand Prairie and McKinney, as well as Dallas Fort Worth International Airport, are helping deploy a [Freight Signal Optimization Program](#) across more than 500 traffic signals in their jurisdictions.

In North Texas, trucks are involved in the shipment of approximately 77% of goods. The freight optimization program will improve traffic flow through signalized intersections by helping freight vehicles stop at fewer red lights.

The cloud-computing technology is designed to save money, time and fuel while reducing emissions. Passenger vehicles driving alongside the heavy trucks will benefit from the same extended green time.

Funded through a US Department of Transportation grant, participation is at no additional cost to freight operators. The technology being deployed has been used in transit and emergency response applications across the United States, including Austin and San Antonio.

"The benefits to our community, which include enhanced road safety, improved quality of life and environmental consciousness, are significant," says Natalie Bettger, NCTCOG senior program manager, congestion management and system operation. "The technology works with traffic management systems to provide a few more seconds of green time to allow the heavy vehicle to pass through the intersection without stopping. It requires no additional hardware in the truck or in the traffic signal cabinet."

The technology deployment also includes information announcing to the truck driver the recommended travel speed to arrive at a traffic light on green that is currently red. This technology is available today in production vehicles including several Audi and Volkswagen models.

Data will be fully anonymized in program operations, which means participant information will not be collected or used for any other purpose.

DEFENDING FORWARD DALLAS: THOUGHTFUL DECISIONS NEED A FRAMEWORK

Doomsaying ignores what this plan really does.

By Tony Shidid
August 17, 2024



People look over flyers handed out during a town hall meeting on the ForwardDallas land-use plan at the Samuel-Grand Recreation Center on Wednesday, April 3, 2024, in Dallas. (Smiley N. Pool / Staff Photographer)

For over three years, the city of Dallas has been diligently updating ForwardDallas, its comprehensive land use plan. This update, known as ForwardDallas 2.0, centers on a key question: How can we ensure that ForwardDallas truly reflects the diverse interests and needs of all Dallas residents?

As the plan advances to the City Council, let's take a look at how we got to this point.

Published nearly two decades ago, ForwardDallas was designed to chart a unified vision for our city's growth. But as time has passed and our city has evolved, the plan has remained static, no longer tackling the current challenges and opportunities we face. Just as Dallas has grown and transformed, our approach to planning and development must do the same.

The Comprehensive Land Use Plan Committee (CLUP) was established to oversee and guide the initial update process. This committee, comprising 15 members of the public, convened more than 20 times. All their meetings are accessible online for viewing. They rigorously

scrutinized every facet of the draft before forwarding it to the City Plan Commission. CLUP will continue their work, tasked with monitoring the update, tracking its metrics and considering any future adjustments.

The City Plan Commission then embarked on a course of thorough due diligence, involving multiple briefings, workshops and five public hearings, all aimed at capturing the diverse voices and perspectives of our community. The plan forwarded to the City Council is the culmination of the commission's collective experience, thoughtful discussion and necessary compromise. We've listened to residents, business owners and community leaders to create a plan that balances growth with sustainability.

While much of the spotlight has been on housing, the plan also tackles transit-oriented development, community and urban design, economic development and revitalization, and breaks new ground in environmental justice.

The commission took a holistic approach, examining how each major theme interconnects and bolsters the others. In doing so, we analyzed the housing theme not in isolation but as a crucial piece intricately linked to the broader framework.

But there are challenges.

We all know our region is growing fast. According to a 2022 report from the Regional Transportation Council of the North Central Texas Council of Governments, our area is expected to gain more than 300,000 people by 2045. That's roughly the size of Plano's current population.

With this rapid expansion comes inevitable friction. Change, while unavoidable, can often feel unsettling, especially when it touches our neighborhoods and communities. And, often overshadowed by their wonky nature, comprehensive plan discussions can seem overwhelming, but it's crucial to debunk the myth that the update directly changes zoning or targets single-family neighborhoods.

ForwardDallas 2.0 is a roadmap, not a wrecking ball. It doesn't redefine zoning but rather lays out a framework for thoughtful decision-making. Single-family neighborhoods remain a vital part of the plan. Regardless of the final draft, this plan will not change any zoning designations; it will not change my single-family zoning, and it will not change yours.

As many have correctly pointed out, ForwardDallas cannot create affordable housing directly. Creating below-market-rate housing requires either financial incentives or the exchange of entitlements, neither of which ForwardDallas is empowered to do. Instead, it aims to welcome the creation of more attainable housing by suggesting various housing types, where they make sense.

Yes, Dallas faces an affordable-housing crisis, but the reality is that we will not solve that crisis by developing multiplexes in the middle of single-family neighborhoods. Such an approach is simply not scalable.

One key point in this discussion is outlined in the existing 2006 ForwardDallas, which has been city policy for the past 18 years. While the plan correctly emphasizes the importance of preserving our single-family neighborhoods, it also acknowledges the need for diverse housing options. A noteworthy part of the plan can be found in the Residential Neighborhoods section. It

states, “The Residential Neighborhood Building Block is intended for areas consisting primarily of traditional single-family detached homes, with only the occasional small apartment building or row of duplexes.”

Even though the 2006 plan included this guidance, the introduction of multiplexes into single-family neighborhoods did not occur, nor is it foreseen to happen with this current update. In a process involving extensive public input, the fierce opposition generated by this misconception underscores just how unrealistic this idea is.

Like today, zoning changes will still require navigating a process that is often costly, time consuming and unpredictable, with a heavy reliance on public input. Implementation, if and when it occurs, will happen incrementally, and largely on a case-by-case basis.

Understanding the role of the comprehensive plan in a zoning change request is key — it acts as a broad framework for development rather than a detailed blueprint. The plan itself is blind to the specifics of the site and zoning application, and alone simply does not provide enough information for appropriate evaluation. It is the details of these requests that often provide the most valuable information when assessing zoning changes. While the plan’s input may influence City Plan Commission and City Council’s decisions, it is just one factor among many site-specific variables that are considered.

It’s essential to recognize that no words in a comprehensive plan can shield against a zoning change request, as property owners retain the right to apply for such changes at their discretion. The safeguard many seek lies in the process itself, overseen by individuals deliberating around the horseshoe, beginning at the City Plan Commission and ultimately the City Council.

After a decade of volunteering on the City Plan Commission, I’ve learned the importance of maintaining healthy skepticism without falling into cynicism. I urge each of us to take a collective breath, to seek out facts and to deliberate thoughtfully before taking a stance on matters important to our city.

ForwardDallas, as the city’s official policy, must realistically address the needs of the entire community. As members of the City Plan Commission, we rely on our experience with zoning and our understanding of the city’s data-proven housing crisis in our decision-making. We have a moral and professional duty to respond to these housing needs.

The journey to update ForwardDallas has been demanding, as it should be, ensuring we remain accountable to the entire community. There is no single solution; it’s about creating options where they make sense. As a city we need to look at how we bring people together and not how we separate them. Housing options play a crucial role in this. The housing crisis has left many with fewer choices, and our land use policies should not create additional barriers. Strengthening our great neighborhoods remains a priority, and together we must explore sensible ways to accommodate our city’s evolving lifestyles, preferences and needs.

Tony Shidid has served as chair of the Dallas Plan Commission since 2019.

FAST-GROWING PARKER COUNTY PREPARES FOR ‘A LOT MORE CHANGE’ WITH ARRIVAL OF UTA CAMPUS

By Shomial Ahmad

August 18, 2024



The site for the new UTA West campus will be near the Parker and Tarrant County border, in a fast growing area of North Texas with lots of new housing developments, including Walsh. (Cristian ArguetaSoto | Fort Worth Report)

The landscape of Parker County — an area known for its open pastures and ranch land — has experienced drastic change over the past decade. And with the August [announcement of plans to build a new University of Texas at Arlington campus](#), the area is set to see more.

“It’s going to drive a lot more change, I’m sure,” said Shelby Kimball, a broker associate for Kimball Real Estate, with offices in Parker and Tarrant counties. “It’s going to spur a lot of commercial development. If you have students going to school there and they’re living nearby, they need to eat somewhere, they need to shop somewhere, they need to live somewhere. The professors and staff will need to live somewhere.”

Earlier this month, UTA announced plans to purchase 51 acres of land in the Walsh development near Aledo, where Interstates 20 and 30 merge west of Interstate 820. The first building is expected to be complete in fall 2028. Years later, when the campus is built out, UTA officials anticipate serving more than 10,000 students.



UTA West's first building is expected to be complete in fall 2028. It will initially serve a few thousand students, with plans at full buildout to educate more than 10,000 students. (Courtesy image | University of Texas at Arlington)

“We’re going to attract new businesses. The students that are coming in are going to go work for those businesses, as well as decide to engage in entrepreneurship and create their own,” UTA President Jennifer Cowley told the Report. “Having higher education in your community is just a tremendous asset from an economic development perspective, but it also fosters the social and cultural development of a community.”

Over the past decade, what was once open tracts of land has seen a lot more development. A housing boom has hit the region, with projects like Walsh and Morningstar building suburban housing developments. Retail development has followed, including the 2019 opening of an H-E-B grocery store in Hudson Oaks, 10 miles west of Aledo. The Tex-Mex restaurant chain Chuy’s is set to open soon. And early in 2025, a Costco Wholesale store will open its doors in Weatherford.

Due to high mortgage rates, Kimball said, housing inventory in Parker County is the highest it has been in a decade. With headlines trumpeting the arrival of a new campus and lower mortgage rates, he foresees housing developments kicking into higher gear.

Parker County is [one of the nation’s fastest growing counties](#), in terms of percentage population increase from 2021 to 2022. With that growth comes growing pains. News of a 51-acre college campus west of Fort Worth brought both excitement and concern to the forefront of residents’ minds.

“I’m so glad this is going to be there instead of big giant warehouses, or an ugly industrial site. I’m hopeful that this is the start of other ‘attractive’ commercial and high density residential that is certainly coming,” said Justin Lauderdale, an accountant who lives in Aledo and has lived in west Fort Worth or eastern Parker County his whole life.

Others were excited about what the campus would mean for their own opportunities.

“When I read the news about the new UTA West campus, I immediately called my husband. I let him know this may be the answer to what most parents worry about, affordable college tuition,” said Angelique Urquidez, who has 15-year-old triplets attending Aledo High School.



UTA West will be built on 51 acres of prairie in west Fort Worth, near Aledo. Above is land near the proposed site of UTA West. (Shomial Ahmad | Fort Worth Report)

But there was also concern about what was once considered a rural area becoming just another Fort Worth suburb.

“I know I am not the only one who has been sad to see all the beautiful ranchland being sold off by the younger generations,” said Paula Rouyre, who works as a controller for a landscape company and has lived in Aledo since 1996.

The area is becoming overcrowded with housing developments, Rouyre said.

“Traffic is terrible, schools are crowded, crime is increasing,” she said. “Not to mention the strain on our water wells and roads. Home values will eventually be negatively affected by oversaturation of the market.”

UTA officials have been in active talks to address future infrastructure needs around the proposed site of UTA West. Addressing these needs are part of the university’s multiyear plan,

with some roadway construction already underway, said Joe Carpenter, chief communications officer at UTA.

“Anticipated infrastructure consists of roadways, water, sanitary sewer, storm sewer, as well as electricity and natural gas,” said Carpenter. “We are continuing to have conversations with utility providers and anticipate much of the infrastructure construction to occur in 2025.”

Traffic and increased commute times were among the issues raised by residents. From Weatherford, Interstate 20 is the only major highway with two lanes on each side. Traffic is often at a standstill, residents said. Other areas of concern are Interstate 30 between Linkcrest and Loop 820, which is a bottleneck.

There are current plans to add lanes to Interstate 30, construct interchanges at Walsh Ranch Parkway, and construct ramps near the merger of Interstates 20 and 30, according to a document obtained from the North Central Texas Council of Governments.

Those concerns have not dampened local enthusiasm for what many see as a game-changer for the western frontier of North Texas. Kimball, who has lived in the Parker County town of Annetta for more than 15 years, is excited about the prospects.

“It’s a school. It’s education. It’s opportunity,” said Kimball, a past president of the Greater Fort Worth Association of Realtors. “Schools tend to be stable employers, especially when they’re big state universities.”

He often advises clients who buy big tracts of land that what might be a hay pasture next to their property now could be a dozen houses in a few years. Now, he can add another piece of advice to the list: Get ready for UTA West.

Shops at RedBird To Bring Tom Thumb, Wingstop and More to Southern Dallas

By [Carly May Gravley](#)

August 6, 2024

[The Shops at RedBird](#) is a sleek and sprawling mixed-use development in South Oak Cliff. The property feels modern and new (and much of it is), but it's the culmination of a decades-long legacy as a revitalization of the 107-acre property previously occupied by the old Red Bird mall. Shopping is in the name, but the team behind the development has ambitions far beyond retail

“The former Red Bird Mall has been such a pillar for the community for decades,” says Terrence Maiden, CEO of real estate development firm Russell Glen and co-leader of the Shops at RedBird project. “It was a point of pride and a special place for people to gather together. Our vision for The Shops of RedBird is to reimagine the mall as a mixed-use development with quality amenities like a grocery store, luxury apartments, healthcare, shops, education, entertainment, office, quality restaurants and community gathering spaces.”

A project years in the making whose first phase came online this year, the development is part of [Dallas' GrowSouth plan](#) and aims to bring sustainable growth to Dallas' economically depressed neighborhoods.

“For the last several years, we have been working diligently to redevelop the mall into a project that the community would embrace, but also serve as a catalyst for another project across southern Dallas,” Maiden says. “Our guiding ‘north star’ has been ensuring every decision made regarding the project is thoughtful and will benefit the area long term.”

The Shops at RedBird is bringing a wide variety of services to the area, but some of the most exciting new additions are restaurants. [Chick-fil-A's 3,000th store opened in RedBird last year](#) and the Shops has since added the locally-owned Breakfast Brothers and a Starbucks.

“The restaurants we have opened thus far have been a glaring example of how if you build something of quality, people will come,” Maiden says. “Starbucks RedBird is the fifth-most-visited store in the country. Breakfast Brothers, which is locally owned, is performing exceptionally and consistently busy. Our overall strategy consists of creating a healthy balance of national, regional and local entrepreneurs as retail and restaurant tenants for the project.”

The “if you build it, they will come” mentality expands to other businesses as well as customers. Several more dining destinations will debut at RedBird in the coming months.

“We are under construction with a new Jamba Juice and Wingstop,” Maiden says. “We are also in advance conversations with several new businesses looking to open at the site, which we hope to announce soon. [...] We are now targeting to attract more fine-dining restaurant options for the community.”

Thumbs Up for Tom Thumb

In 2026, a Tom Thumb with a full-service grocery store and pharmacy will open at RedBird. The store will span 50,000 square feet, with roughly 30,000 square feet dedicated to shopping space, and is expected to create upwards of 90 permanent jobs.

The area is [classified as a food desert by USDA standards](#), and a new grocery store will provide a welcome source of fresh food to the community.

“The long-awaited announcement for a grocery store is creating a lot of excitement and is a huge accomplishment for the project,” Maiden says. “It took a lot of effort and support from the City of Dallas [...] to convince Tom Thumb to bring a store to RedBird. We are excited to get the store open, which is scheduled for spring 2026.”

Dallas City Council [approved an incentive package](#) to motivate Tom Thumb's parent company, Albertsons Companies, to expand into RedBird.

“This community has expressed its desire to have a quality grocery store that offers fresh foods for so long and attracting a grocery store has been one of our biggest priorities ever since we started to reimagine RedBird,” Dallas City Council member Tennell Atkins, Chair of the City’s Economic Development Committee, told [WFAA](#).

In terms of feedback from the community, Maiden says that there is one suggestion they’ve heard several times.

“The input for the project has been very positive thus far from the community, just requesting more restaurant options,” he says. “The most requested restaurant from the community is The Cheesecake Factory.”

Aside from the professional and financial stakes that come with being CEO, Maiden’s connection to this project is deeply personal.

“I grew up in the Oak Cliff area near Shops at RedBird,” Maiden tells the *Observer*. “This project has great sentimental value for me and aligns well with our company’s investment strategy of leveraging real estate to attract grocery stores and healthcare to marginalized communities.”

(Representatives of Dallas City Councilman Zarin D. Gracey, whose district contains The Shops at RedBird, didn’t return our request for a comment.)

THE FOREST THEATER IS NO LONGER TRAPPED IN LIMBO

The South Dallas institution is on track to a rebirth, this time through the anchors of arts, housing, education, and economic development.

By Matt Goodman
August 20, 2024



Five thousand people attended its opening in 1949. Then a highway was rammed through South Dallas, and everything began to change.

“Will this time be different for South Dallas and the Forest Theater?”

Those words, printed in large type above the fold of the *Dallas Morning News* on November 10, 2021, “haunted” Elizabeth Wattley for “a long time.” Wattley is the president of Forest Forward, the nonprofit tasked with bringing the historic Forest Theater back to life. Which, in a way, means it is also tasked with the future of South Dallas.

Considering the scope and ambition of that statement, you can understand why that headline hounded Wattley. The 75-year-old theater, adorned with a green tower that once glowed like a beacon on Martin Luther King Jr. Blvd., has for the last 15 years sat empty among a derelict block of liquor stores and shuttered shops. Wattley recently discovered that its last certificate of occupancy was issued in 1982, which would’ve included the span of time when Erykah Badu rented the theater to book acts like The Roots and Dave Chappelle. There remains a lot of work to do before the tower glows again.

But on a Thursday afternoon in April, Forest Forward took a moment to celebrate what it has accomplished. Hundreds of people sat in a parking lot behind the building under a clear sky, the nickname Sunny South Dallas becoming too literal. Southern Dallas' elected leadership celebrated Forest Forward's milestone of fundraising, generating \$75.215 million in public and private dollars—branded for the ZIP code in which it sits—and marked the beginning of renovations here.

“Along this stretch of MLK, it used to be dormant,” said state Sen. Royce West. “Everything was closed.”

What's different this time around is Wattley's strategy. A couple from North Dallas named Linda and Jon Halbert paired with the nonprofit CitySquare in 2017 and bought the theater. Wattley, who was working at CitySquare at the time, was appointed to lead the project. She has grown the operation into an independent nonprofit. She'd taken on big projects before, like helping turn Paul Quinn College's football field into an urban farm. She spent months gathering community input that informed the new plans for the theater. She kept hearing about the need for housing and education programming, particularly with a focus in the arts.

“The best part of buying a building first and not having a 100 percent plan set together is we kind of get to start from scratch,” Wattley [told our Peter Simek in 2017](#). “I think what was exciting was the possibility of having a facility that could answer a lot of needs at one time for the community.”

In the time since, Forest Forward has acquired about 20 lots and properties around the venue, vacant land and liquor stores and long-empty retail spaces. It has plans to turn some of these contiguous properties into mixed-income housing; Wattley estimates it could bring at least 150 units, which could be even more if the organization chooses to pursue multifamily.

It has partnered with Dallas ISD to transform the Martin Luther King Jr. Learning Center into the MLK Arts Academy, which graduated its first 8th grade class in May. Four students from that class were accepted into Booker T. High School for the Performing and Visual Arts, and another was on the waitlist.

That's a big deal. Booker T. last year counted about 1,100 students across its four grades, and only 10 lived in 75215. Local heavyweight architecture firm HKS is designing the overhaul, which will include a 1,000-seat concert hall in the old building and a 200-seat theater, dance studio, and broadcast and audio recording facilities in a new structure. The Forest will also add a rooftop patio, a café, and a coffee shop that won't be a certain national chain. In April, it received a zoning change from the City Council to make its plans legal. It is on track to receive the construction permits it needs.

All of this is happening in tandem with the removal of U.S. 175, the highway that, like so many other urban freeways, created a gash through South Dallas that has taken decades to overcome. The land where that road was will soon be a boulevard, connecting the theater with the rest of the community. Kids will be able to walk free of traffic between the Forest and the school.

After the party in the parking lot, Wattley took a short vacation. “It did nothing,” she says. “I thought it was gonna be like, ‘oh, we're done, let me go and relax.’ That did not happen. We came back and got at it.”

In late June, Wattlely and two Forest coworkers sat in the second floor of a coworking space not far from the theater. The groundbreaking marked the beginning of construction. The team had just finished the asbestos abatement, a key progress marker in renovations for old buildings. They're improving the foundation so it can eventually hold the coveted rooftop patio, providing clear views to downtown. September will mark when construction on the new building begins and the completion of the structural and foundational improvements in the old theater. It turned 75 years old with a gutted interior, a missing roof, and a hole in the wall created by the foundation work.

"I absolutely acknowledge how far we've come because we can't turn back now," she says. "We have the opportunity to really keep pushing, a rhythm. Can you believe we're on schedule? We can actually do this, but funding is critical."

On schedule means a soft opening in late 2025 with its full completion by the summer of 2026. And about that \$75.215 million—that's a combination of public and private funding, the amount needed for the renovation of the theater, land acquisition, and supporting educational programming. It also included money allotted for infrastructure from the Texas Department of Transportation and the North Central Texas Council of Governments. The latter of which will pay to create about 300 parking spaces for the theater under nearby Interstate 45, allowing Forest Forward to not have to waste any of its space housing cars. The project was always going to need more than \$75.215 million.

Wattlely says the cost of the theater and the new building is up to \$80 million. They've raised nearly \$60 million so far. Construction is ongoing.

"It's no longer about capability. It's no longer, are we smart enough to do this? Is this going to work? This is now down to money. And in the city of Dallas, we shouldn't be here," Wattlely says. "As complex as this project is, the things that I've learned, the boxes that we've been able to check—the fact that it comes down to dollars? Not in the city of Dallas."

The story of South Dallas extends along Martin Luther King Jr. Boulevard, from the Forest north to Fair Park. The theater is trying to meet the needs of all the people who live in the blocks between them, focusing on access to education, arts, economic development, and housing. At the northern end of the street, there's Fair Park and the push to tear down its fences and transform parking lots into a community park. And at the other end, there's the Forest and its ambitions.

Wattlely and her team believe they know the ending. She has a story about why she thinks this. In the days after the groundbreaking, some legacy residents had logged into Facebook and found something to critique. During the groundbreaking, Wattlely hadn't mentioned the old black-and-white checkered floors in the theater's lobby. "That's people's snapshot memory, their core memories of the theater," she says.

The floors are still there, but she didn't include that detail in her presentation. It bugged her. But she realized something important: "If we're down to debating black and white floors, we're doing okay."

TXDOT OPENS PUBLIC HEARING ON SH 114 EXPANSION PROJECT

By Colby Farr
August 21, 2024



The expansion project plans to add one main lane in each direction along SH 114 between Grapevine and Trophy Club. (Colby Farr/Community Impact)

Officials from the [Texas Department of Transportation](#) are planning new improvements along an 8-mile stretch of SH 114 and are seeking public comment during the planning process.

What's happening?

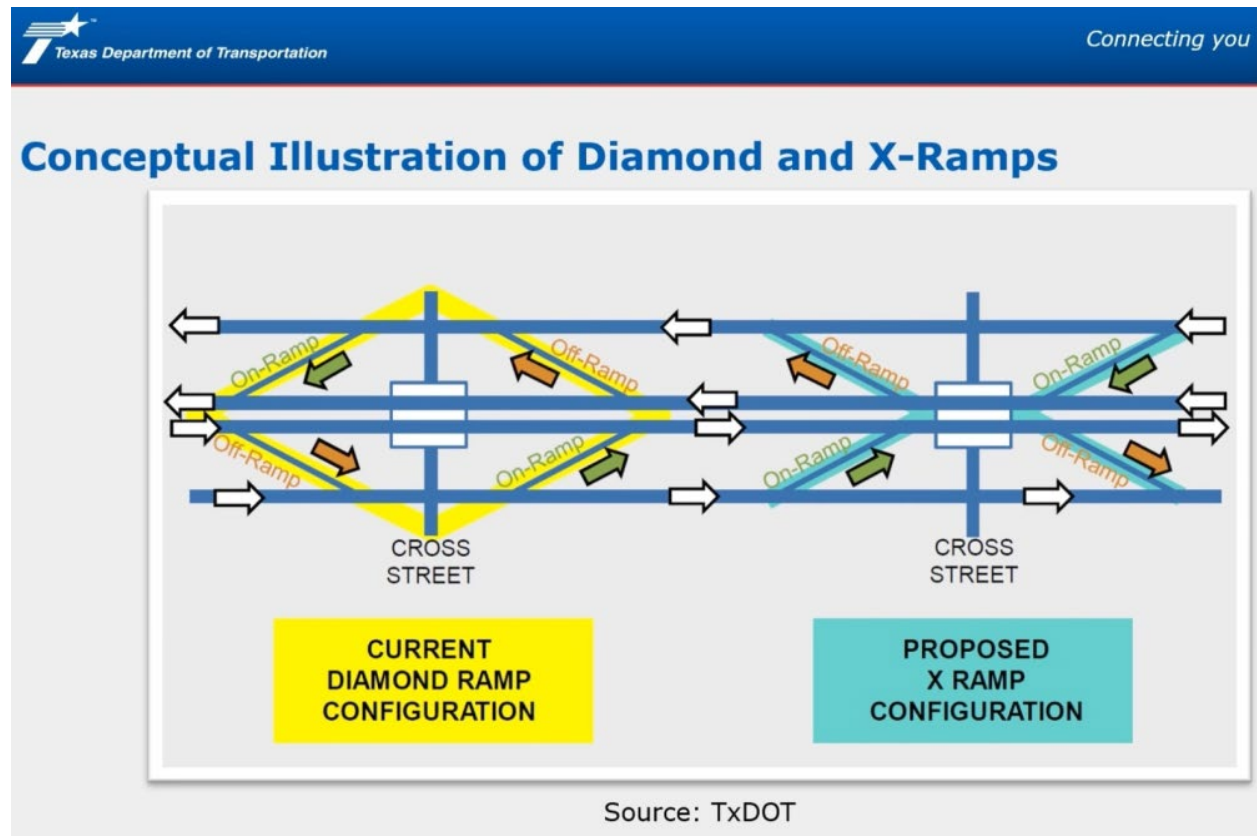
Officials opened a virtual public hearing for the project Aug. 15 and presented details on the proposed improvements. The [project](#) plans to add a lane in each direction on the highway between Grapevine and Trophy Club, according to a TxDOT presentation.

[SH 114 proposed improvement location - Google My Maps](#)

TxDOT officials plan to host one more public meeting during summer 2025 before holding a public hearing during winter 2025, according to the presentation. Residents wishing to submit a comment on the project can do so until Aug. 30 when the virtual meeting closes.

The details

The project plans for an extra main lane to be added in both directions, according to the presentation. The entrance and exit ramps will also be reversed from a diamond configuration to an X-ramp configuration between North White Chapel Boulevard and Kimball Avenue.



Reversal of the ramps would provide more queuing space for cars exiting the highway before each signalized intersection, said Ricardo Gonzalez, transportation, planning and development director for TxDOT's Fort Worth District. With more room for drivers to maneuver after exiting, vehicle backups should be reduced on exit lanes and main lanes, he said.

The project also plans for auxiliary lanes to be added near the reversed ramps, according to the presentation.

Why it matters

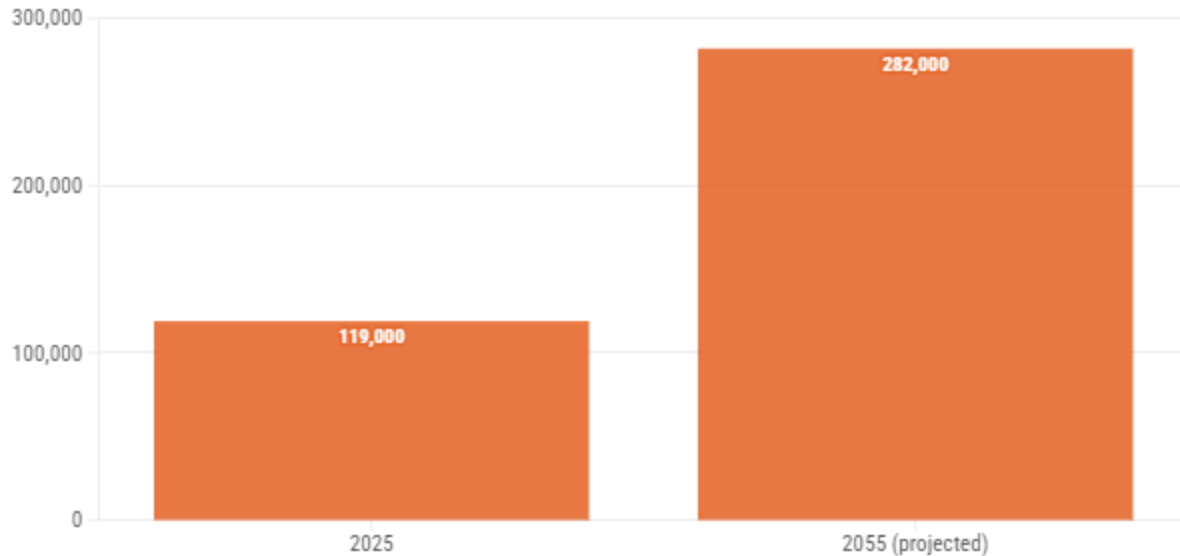
Traffic volume along SH 114 is expected to increase 137% between 2025 and 2055, according to the presentation. Between January 2019 and December 2023, nearly a thousand crashes were reported on the highway.

- 671 crashes reported on the main lanes
- 258 crashes reported on frontage roads
- 17 crashes reported on entrance ramps
- 20 crashes reported on exit ramps.

Average daily traffic projections on SH 114

■ Average daily traffic

Average daily traffic



Source: Texas Department of Transportation/Community Impact

The North Central Texas Council of Governments' [Mobility 2045 update](#) includes a recommendation to increase the highway's capacity amid projected increases in traffic volume.

"This project aims to improve mobility and address anticipated congestion, which is expected to increase from moderate levels in 2023 to severe levels in 2045," Gonzalez said.

Get involved

Residents can submit comments to TxDOT in the following ways:

- Email written comments to sbeal1-c@txdot.gov.
- Fill out a comment card and mail to Texas Department of Transportation Fort Worth District, ATTN: Tom Marquardt, P.E., 2501 SW Loop 820, Fort Worth, TX, 76133.

Comments must be received by Aug. 30. More information about the proposed Improvements can be found on TxDOT's [website](#).

THE COOLDOWN

PLANS FOR LONG-AWAITED HIGH-SPEED TRAIN CONNECTING 2 MAJOR US CITIES MOVE FORWARD: 'SOMETHING THAT IS NECESSARY TO REGIONALIZE TRANSPORTATION'

"I don't think they can just kill the program."

By Jeremiah Budin
August 22, 2024

The proposed Dallas-to-Fort Worth high-speed rail line has hit a few setbacks since it was first announced. But there is now some good news out of the Lone Star State, as the North Central Texas Council of Governments' Regional Transportation Council has signed off on an additional \$1.6 million to help the proposed bullet train become a reality, [Newsweek reported](#).

The train's most recent hurdle came after the [Dallas City Council](#) voted against it, opposing any new above-ground rail construction in Dallas' Downtown, Uptown, or Victory Park areas.

However, the project does not appear to be going anywhere. "I don't think they can just kill the program," Arlington Mayor Jim Ross [said](#) at the time. "I think high-speed rail is something that is necessary to regionalize transportation in all of North Texas."

Newsweek [speculated](#) the additional \$1.6 million in funding could be used for an environmental review to change the route slightly in acquiescence to the Dallas City Council. A separate Dallas-to-Houston line is being built by Amtrak, which warned that altering the Dallas-to-Fort Worth route could make it more difficult to connect the two lines.

Whatever form high-speed rail takes in Texas, it will be better than no high-speed rail at all. [Research has shown](#) that trains are the most planet-friendly form of long-distance travel, [creating less](#) heat-trapping air pollution per passenger than either cars or airplanes. In addition, they require less space overall than cars, create less noise pollution, and tend to be, on balance, [easier and more pleasant](#) for travelers.

Though the United States currently lags behind many other countries — most notably, [China](#) — in terms of building a robust high-speed rail network, several projects in addition to the Texas ones are in the works. These include the long-awaited [California](#) high-speed rail system, two privately owned lines in Florida and on the West Coast from [Brightline](#), and other, more far-off projects such as a line connecting [Boston to New York](#).

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Though Texas officials seem less enthused about the prospect of high-speed rail than their counterparts in other states, the projects have received some tepid endorsements. Texas Senator [Ted Cruz](#) previously [told](#) Newsweek that the proposed high-speed lines could "create jobs and support the economy."

DENTON'S BIG PLANS FOR DOWNTOWN: CHECK OUT THE DESIGN PLAN THAT COULD CHANGE THE CITY'S LOOK OVER THE NEXT DECADE

By Penny Kimble

August 16, 2024



A view of downtown Denton from the eighth floor of the Wells Fargo Building looking at the Denton County Courthouse on the Square.

The final draft of the city's [Design Downtown Denton plan](#) is now available online. This comprehensive plan outlines how the city plans to revitalize and enhance downtown Denton over the next decade. City staff designed the plan after months of community engagement and feedback.

The city [asked the community to provide comments](#) on how the downtown area could be improved or changed and used these answers to identify a list of community priorities for the future.

From there, Denton identified eight priorities to drive planning for future design:

- Art, music and entertainment
- Bike and pedestrian mobility
- Culture
- Housing development
- Parks and public spaces
- Retail and commercial development
- Safety
- Traffic and transit

To meet these community priorities, the Design Downtown Denton plan proposes several recommendations, split across four categories:

- Better utilize Denton’s streetscape.
- Build a network of improved public spaces.
- Target development to build on downtown’s character and assets.
- Promote nightlife, music, events, history and art.

The project was managed by Cameron Robertson and Sean Jacobson with the city and consultants from Mend Collaborative, an urban planning and landscape architecture firm that has an Austin office.

Better utilize Denton’s streetscape

The first category in the plan details ways to improve the city’s streets with increased walkability and safety and reduce urban heat through “chill streets.”



The Design Downtown Denton plan recommends improving the alleys around the Square, such as this one on Oakland Street off Hickory Street. Courtesy photo/Mend Collaborative

The city recommends adjusting Denton’s streets to provide space for pedestrian and bike traffic and provide turn lanes to improve road traffic. Through these changes, Denton hopes to better connect different parts of the city, such as transforming McKinney Street from the barrier separating downtown and Quakertown Park into a road that allows for easy pedestrian access between the two.

To make “chill streets,” tree coverage would be added to reduce urban heat. The city would work to plant new trees, provide cover for seating areas and bus stops, and use signage to direct people to parks, cooling stations, water fountains and water features.



Denton hopes to reduce urban heat in downtown and boost walkability by adding “chill streets,” like the one seen in this rendering. Courtesy art/Mend Collaborative

Build a network of improved public spaces

The second category in the design plan explores the revitalization of Denton’s public spaces, transforming them into potential hubs for engagement and cultural activities.



Quakertown Park includes the Nook, a gathering space adjacent to Emily Fowler Central Library. The park is a big part of the Design Downtown Denton plan. Courtesy photo/Mend Collaborative

Quakertown Park, in particular, is a big part of the design plan. The city said it wants to recognize and teach [the history of the park](#) and renovate its current offerings; reconnect the park to downtown; and modernize its features to better reflect the overall vision for downtown Denton detailed in the plan.



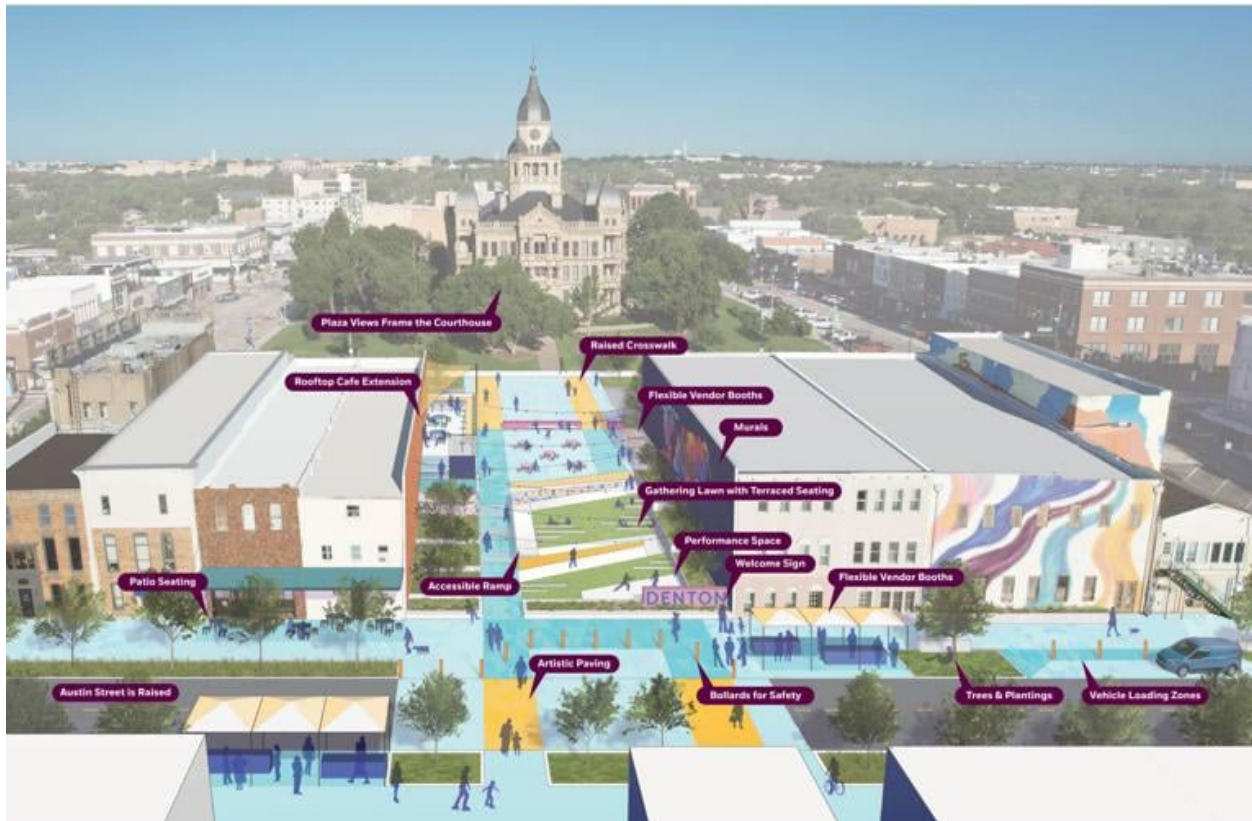
A concept plan shows proposed ideas for Quakertown Park. Courtesy art/Mend Collaborative

Another part of improving the city's network of spaces involves using vacant lots, transforming them into public spaces and "pocket parks" to provide more space for plants, amenities and public art.

That includes, according to the design plan, transforming the vacant lot where the Downtown Mini Mall I once stood into a plaza. That building, on the Locust Street side of the Square, [burned the day after Christmas in 2017](#), and the lot is now walled off with brick.

The design plan also recommends improving the alleys around the Square by better using the spaces and making them feel safer to walk through. The plan includes ideas to add lighting, seating, plants, gateways and art, and by paving the alleys and presenting events on those streets.

Improving public spaces includes developing the city's public art plan, according to the design plan. The plan asks the city to revise its current documents regarding public art, develop a color palette for each area of the city that will be reflected in murals and art in the area, and designate areas of interest for new public art installations.



An artist's rendering from consulting firm Mend Collaborative shows a proposed design for a new plaza on the Square. The view shows Austin Street in the foreground, looking west toward the Courthouse on the Square. Courtesy art/Mend Collaborative

Target development to build on downtown's character and assets

The third category in the design plan provides recommendations to improve housing development to help the downtown area grow as the city's population does, as well as working to maintain the city's charm, character and culture through this growth.

Before adding to or changing the area, though, the design plan emphasizes the goal of preserving historic resources, like local small businesses and landmarks through grants, tax credits and conservation districts.

On the south side of downtown, the plan encourages transformation that would include new townhomes, a performing arts center and a new open space and mixed-use development.

With this in mind, the plan also recommends adding housing options downtown to support Denton's growth. This could be accomplished with new townhomes, repurposing of existing historic buildings and construction of a mix of public and private parking garages.

Beyond housing, the design plan also includes "transformative" project ideas, which include public and shared parking, a public market, a hotel and new music and art venues.



A view looking toward Elm Street from the Courthouse on the Square lawn. Courtesy photo/Mend Collaborative

Promote nightlife, music, events, history and art



Denton's plan for the future of downtown mentions that city regulations should be supportive of nightlife. Dan's

Silverleaf on Industrial Street is shown with a packed music lineup on its marquee. Courtesy photo/Mend Collaborative

The Design Downtown Denton plan's final category seeks to promote and maintain the city's cultural identity through its unique community events, nightlife, music scene, history and art.

To do this, though, an important part of the plan is to leverage city policies, such as ensuring regulations are supportive of nightlife, creating affordable housing opportunities to support musicians and artists, and ensuring that other recommendations in the plan are implemented in ways that support musical performances.

One of the plan's bigger ideas is a new performing arts center. This recommendation looks to create a state-of-the-art performance facility downtown to promote musical and theatrical performances downtown, as well as providing rehearsal space and exhibition areas for local organizations.

As a way to incorporate all of these recommendations and potential projects into one cohesive plan, the city does propose establishing a consistent brand downtown to help downtown imagery reflect the city's identity.

This would include developing new signage, logos and color schemes, and the plan suggests that the efforts be led by local artists. The recommendation also asks for the development of signs that denote historically and culturally significant areas.

Similarly, the final recommendation in the document seeks to create a public improvement district — an area created for the city to fund public improvements and services. The proposed district would be the area surrounding the Square extending north to Quakertown Park, south to a newly proposed park in southern downtown and east toward Hickory Street.

Creating the PID would allow the city more opportunities to develop downtown with public features, according to the plan.

You can see the full plan from the city at www.discussdenton.com/downtown.

TARRANT LEADERS TO DISCUSS GROWING TRANSIT NEEDS AS POPULATION SWELLS

Eric E. Garcia
August 25, 2024



Michael Sanders and his daughter, Maysen Sanders, 4, watch their train arrive April 5, 2024, at the Trinity Lakes Station. (Camilo Diaz | Fort Worth Report)

Transit conversation

Will high-speed rail ever make it to Fort Worth?

As Tarrant County rapidly grows, the need for more transit options is increasingly apparent. Just take a drive if you want proof.

Fort Worth is exploring bringing a fixed rail system to the city with Mayor Mattie Parker [taking the lead](#) by establishing a diverse committee charged with examining the creation of a rail system between city entertainment districts, including the Stockyards and Cultural District.

The effort comes as North Texas is [poised to become a major national passenger rail hub](#), including a proposal to establish a high-speed rail route that could connect Tarrant County's two largest cities with Dallas and Houston.

Parker will join Arlington Mayor Jim Ross, Trinity Metro President and CEO Richard W. Andreski and North Central Texas Council of Governments Transportation Director Michael Morris for a

free Aug. 29 Candid Conversation event with the Fort Worth Report on the future of transportation in Tarrant County.

If you go

“Full Speed Ahead: The Future of Transportation in Tarrant County” is part of Fort Worth Report’s Candid Conversation series. The discussion will be led by the Report’s publisher and CEO Chris Cobler from 8-9 a.m. Aug. 29 in the second-floor ballroom at the Nick and Lou Martin University Center, 3165 E. Rosedale St., on the Texas Wesleyan University campus. Register for free [here](#). Coffee and light breakfast refreshments will be served starting at 7:30 a.m.

Note: We anticipate the ballroom will be full. Other than our sponsors’ tables, seating is on a first-come, first-serve basis. We also will livestream the conversation at fortworthreport.org and have a recording posted there after the event ends.

North Texas leaders are considering transit options as Fort Worth claims its spot as the [12th largest city](#) in the nation, and Arlington, the [largest U.S. city without mass public transit](#), prepares to host [multiple World Cup games](#).

The Mayor’s Urban Rail Committee Supporting Economic Development & Tourism, launched with Trinity Metro, includes members in the business, tourism and transportation industries. The committee, [formally announced May 2](#), is charged with exploring the creation of a rail system to connect Fort Worth’s entertainment districts and determine potential financial support and mechanisms for construction and operations. Jay Chapa, a consultant for the Texas A&M Fort Worth campus and a former deputy city manager, is chair of the committee.

Parker said the committee is set to begin meeting with a focus on determining how to better connect the city’s entertainment districts and provide residents with options that improve walkability, trail connections and other transit infrastructure.

“We’re going in with open minds,” she told the Fort Worth Report.

She said the committee will work with Trinity Metro to determine the best approach to urban rail, especially since the agency is already planning to expand the Trinity Railway Express to the Near Southside area. The partnership will be key to urban rail projects, which often require a multilayered approach when it comes to funding, she said.

Parker cited the city’s South Main Street project as an example of transit changes that are beneficial.

“It’s been a catalyst for economic development,” she said. “We’ve slowed traffic and added a bike lane, and we’ve seen all types of new growth and housing develop in that area.”

In addition to urban rail within the city, Parker also supports high-speed rail to address future needs.

“High-speed rail is an integral part of our transportation future, and it will include Tarrant County,” she said earlier this summer.

“The regional long-term success of DFW is connected to regional partnerships, such as the high-speed rail project, as the region is poised to be the third-largest metro region in the country by 2030 — with a majority of the growth occurring west,” the mayor said in a statement.

“Collectively, our success is dependent on world-class mobility solutions that connect not just DFW but the entire state of Texas.”

Arlington, with its massive entertainment district that includes the Six Flags Over Texas theme park, AT&T Stadium, Globe Life Field and a sprawling array of restaurants and hotels is supportive of efforts to bring high-speed rail service to the city.

Arlington currently operates an on-demand rideshare program that connects riders to anywhere in the 99-square-mile city, as well as Trinity Railway Express’ CentrePort Station to the north and the Eastchase Parkway shopping and residential area of far east Fort Worth. That service supplements an on-demand service that connects downtown Arlington and the University of Texas at Arlington as well as Handitran, the [decades-old rideshare transportation program](#) for people with disabilities or those age 65 and older.

Ross said a proposed high-speed rail line, which would run east and west from Fort Worth to Dallas along Interstate 30, could help generate jobs for the entire region.

“You know, any time you have the ability to connect with other major metropolitan areas outside of your city, that has the ability to quickly and rapidly transfer employees to and from their job sites, it’s going to be a job generator,” Ross said in an interview in May with the Arlington Report.

Morris, who is also staff director of the Regional Transportation Council, an independent policy group of elected and appointed officials involved in the North Central Texas Council of Governments, cited the need for more transit options as the North Texas population is expected to double from 8 million to more than 15 million by 2050.

He advocates denser infill development in large cities to eliminate the projected sprawl that is advancing into rural parts of North Texas.

“This growth outside the city centers follows a pattern we’ve seen developing for years,” Morris wrote in a July [commentary article](#) for the Report. “People have gravitated toward the suburbs, where developers can take advantage of building in unincorporated areas with large swaths of open land.”

As North Texas adds residents and workers to fill the jobs created by the fast-growing economy, Morris said, there is a critical need to examine how best to integrate them into a region that is expected to surpass 12 million people within 25 years.

“The [new Mobility 2050 plan](#) is being developed, and the horse is out of the barn,” he said.

“As NCTCOG and the Regional Transportation Council plan for 2050, the critical question is: Can local governments reduce congestion through land-use density, resulting in higher holding capacities and shorter trip lengths with a balance of jobs to housing? In other words, how can cities help reduce traffic congestion while providing opportunities for jobs and housing near the workplace?” Morris said.

Trinity Metro is also exploring ways to create transit-oriented developments that provide residential, work and play options. One proposal would bring a [master-planned retail and residential community](#) to 1,600 acres near the agency’s Trinity Lakes train station just east of the crossroads of Interstate 820 and State Highway 121 in northeast Fort Worth.

Officials are seeking a Federal Transit Authority pilot grant to help create a strategic plan for transit-oriented developments along the Trinity Railway Express route in three cities: Fort Worth, Irving and Dallas.

“As Fort Worth and Tarrant County continue to grow at a rapid pace, public transportation is playing an increasingly important role in this economic success story,” Andreski, the Trinity Metro president and CEO, said. “Every dollar invested in Trinity Metro generates \$3.05 in benefits to businesses and residents alike.”

Trinity Metro, he said, “must continue to innovate and expand its services, but we need everyone’s help to embrace and advance this opportunity.”

DART IS LOSING POLITICALLY. HERE'S WHAT NEEDS TO HAPPEN NEXT

Digging in will lead to a bad outcome for public transit and for the region.

Dallas Morning News Editorial
August 23, 2024

The future of public transportation in Dallas-Fort Worth hangs in the balance as Dallas Area Rapid Transit's member cities discuss a proposal to phase in a 25% sales tax funding reduction by November 2026.

This editorial board remains committed to DART as a regional asset, and we don't think the proposal is in the best interests of our future. Billions have been invested in DART since it was [founded in 1983](#). And as the Dallas-Fort Worth population grows, DART can help deliver mobility solutions we will need.

Everything we've seen indicates that the proposal led by major inner-ring suburbs would put DART into a downward spiral, leading to service cuts and worsening the agency's existing problems with safety, cleanliness and frequency. That's a recipe for declining ridership that could put the entire agency at risk.

All that said, we have to be realistic about the politics of this situation. For the last two weeks, we have been reporting on this issue by reaching out to leaders at DART and the suburbs leading the effort to cut its funding.

Here's what we have learned:

First, there is a communication breakdown. DART officials told us last month that there's not a lot of dialogue with member cities regarding what the cities want from the agency. Some member city leaders tell us they've had the same problem from DART's end.

Where is the communication supposed to start? Because someone needs to get on the phone or book a conference room and be ready to have a serious discussion about what's at stake and what the key points of negotiation can be. If that process begins with this editorial, we will call it a success.

Related: [Dallas should be the leader in supporting DART](#)

Decisions about DART's future are highly consequential for the region and especially for those who rely on the agency's service. That's why it's so important for everyone to come to the table ready to sacrifice and compromise.

DART, most of all, cannot afford to be defensive or dismissive while member cities contemplate taking this issue to the Legislature. The writing is on the wall that such a move will not break in DART's favor.

We believe in DART. But we also acknowledge that member cities have reasonable grievances, largely surrounding what they get in return for the millions of dollars they invest each year. DART has worked hard to address many concerns, like safety, cleanliness and reliability — all

in an effort to boost ridership that remains stubbornly low in a region where the car is king and public transit is often a far less efficient daily ride.

That doesn't mean ridership can't grow, and the steps DART has taken are helping. But adding clean teams, security and fare enforcement officers and new routes hasn't been enough for some member cities. And it comes at a cost. Just think about the Silver Line, set to open in the next couple of years. It will add an operating cost of about \$30 million annually, DART CFO Jamie Adelman told us. And all this at a time when DART is being asked to trim back its expenses.

The other issue underlying all of this is municipal sales tax. Paying into DART puts member cities at a sales tax disadvantage compared to booming suburbs like Frisco that aren't part of DART. Some member cities want a portion of that money back because they want to spend the way Frisco does, on incentives for name-brand businesses. We think it would be better to maximize member cities' investment by further improving the system.

Poor communication and an unwillingness to come to talk this through in good faith will leave the region with worse outcomes for mobility and transportation. If that's to be avoided, everyone must work together to find the right solution for the region as a whole.

DCTA, DENTON TEAM UP TO FUND BIKE LANES ON MCKINNEY STREET, SAFER PATH ON RINEY, BUS STOP ACCESSIBILITY

By Juan Betancourt
August 27, 2024



Riders can catch DCTA's Connect bus at the Downtown Denton Transit Center. DRC file photo

The Denton County Transportation Authority announced plans to help fund six projects to provide safer transit for commuters — including those on foot and on bike — around Denton and Lewisville.

The projects total about \$21.1 million, with \$6.96 million being requested through DCTA's Transportation Reinvestment Program (TRiP), which provides financial assistance to member cities for transit-related projects.

DCTA Planning Manager Karina Maldonado said one project is for Lewisville and five are the city of Denton.

Denton

The biggest of Denton's five multimodal improvement projects will bring sidewalks and bicycle lanes to McKinney Street between Carroll Boulevard and Woodrow Lane, at a cost of \$6.76 million.

The city of Denton will fund about \$5.2 million, while DCTA will contribute \$1.51 million. Construction is expected to begin in 2026 or early 2027.

“This project is intended to facilitate bicycle and pedestrian connectivity to transit stops along all current connect routes,” Maldonado said.

On Riney Road, about \$6.5 million will go to improving the side path and safety on Riney between North Bonnie Brae Street and U.S. Highway 77 (North Elm Street).

Maldonado said the goal of this project is to increase safety, accessibility and connectivity for bike users in the area near Denton High School.

Residents and Denton High families have [expressed concerns](#) about safety for pedestrians and cyclists there, especially as Denton ISD continues construction on a future elementary school on Riney.

Denton is constructing [a temporary 5-foot asphalt path](#) along Riney due to safety concerns.

The city will fund about \$5.7 million of the Riney project, and DCTA will fund about \$750,000.

On Woodrow Lane, an \$850,000 multimodal improvement project will include sidewalks, street paths and bike lanes. The agency will fund the full project. Construction is expected in 2027.

“The improvements here are proposed to provide safe bicycle and pedestrian connectivity between the A-train Rail Trail to the south and connect to [DCTA Connect bus] Route 3, which is on East McKinney Street,” Maldonado said.

An \$850,000 project on Morse Street and Woodrow Lane will update traffic and safety signals to improve pedestrian safety. DCTA is funding the project, which is expected to begin between late 2026 and the second quarter of 2027.

“Staff will coordinate with the city of Denton to ensure that the signals, design and construction prioritize bicycle and pedestrian crossings to safely connect users to the A-train rail trail,” Maldonado said.

Lastly, \$2 million will go to a sidewalk connectivity and shelter pad allowance project for existing and new DCTA bus stops along Connect Routes 3, 6 and 7. The project will add Americans with Disability Act-compliant concrete landings, shelter pads and sidewalk connections.

DCTA will fund \$1 million, and the North Central Texas Council of Governments will fund \$1 million as well.

Construction is expected to begin between this year and late 2025.


“This project will help us leverage COG-awarded funds to install bus amenities and help overall accessibility and user experience for our customers,” Maldonado said.

“Staff will heavily coordinate with the city on this project to prioritize stop locations based on ridership and other factors.”

Lewisville


In Lewisville, a \$2 million transit-oriented development will include wider sidewalks, street trees and safer pedestrian crossings to improve mobility between the development and DCTA's future administration office.

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DCTA Board Room's screen
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DCTA Board Room

(D19) McKinney Street Multimodal Improvements



Project Summary



In addition to the city's active 10-foot, multi-use path project between Loop 288 and Woodrow Lane currently in design, a feasibility study will be conducted along McKinney Street, from Carroll Blvd. to Woodrow Lane in an effort to provide multimodal mobility enhancements for non-motorized and shared mobility users incorporating a combination of mixed-use paths and/or bike lanes with users' safety as the prime focus.

Status

Project Status:	Design	
Estimated Schedule:	Q2 2024 – Q3 2025:	Design-ROW
	Q4 2024 – Q2 2025:	Additional Feasibility
	Q1 2026 – Q1 2027:	Construction


Proposed Funding

Estimate at Completion: \$6.76M
City of Denton Funding: \$5.25M (Mixed Use Path Loop 288-Woodrow Ln.)
TRIP Funding Request*: \$1.51M (Woodrow Ln to Carroll Blvd.
150K Feasibility, 350K Design & 1M Construction)
*The proportions of funding for feasibility, design, and construction may change

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DCTA Board Room

(D20) Woodrow Lane Multimodal Improvements



Project Summary


Woodrow Lane between East McKinney Street and Spencer Road will provide multimodal mobility enhancements for non-motorized and shared mobility users based on feasibility study results, incorporating a combination of side paths, on-street paths, and/or bike lanes, with users' safety as a prime focus.

Status

Project Status:	Initiation	
Estimated Schedule:	Q4 2024 – Q2 2025:	Planning/Feasibility
	Q4 2025 – Q4 2026:	Design-ROW
	Q1 2027 – Q4 2027:	Construction

Proposed Funding

Estimate at Completion: \$850K
City of Denton Funding: \$0
TRIP Funding Request*: \$850K (85K Feasibility, 200K Design, 100K ROW & 465K Construction)
*The proportions of funding for feasibility, design, and construction may change

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(D21) Morse St/Woodrow Signal/Safety Improvements



Project Summary

This project will provide a traffic signal and pedestrian signals at the Morse Street and Woodrow Lane intersection. Transit Signal priority may also be implemented with these signal improvements. These improvements will enhance the recently completed Morse Street Reconstruction project (part of the Southeast Denton Package A project) completed in 2023, Morse Street between Ave R and Duncan/Lakey Street was reconstructed and a 5-foot sidewalk was installed providing connectivity to the pocket park between Industrial and Ave R. These signal improvements will also compliment the *Morse Street On-Street Trail Project approved in FY 2022 TRIP Submissions.

Status

Project Status:	Initiation	
Estimated Schedule:	Q3 2025 – Q2 2026:	Feasibility/Design
	Q4 2026 – Q2 2027:	Construction

Proposed Funding

Estimate at Completion:	\$850K
City of Denton Funding:	\$0
TRIP Funding Request*:	\$850K (85K Feasibility, 100K Design & 665K Construction)
*The proportions of funding for Feasibility, design, and construction may change	

*We await the community's feedback based on the Downtown Master Plan and the Southeast Denton Area Plan.



(D22) Riney Road Sidepath and Safety Improvements



Project Summary

The Riney Road Widening and Reconstruction Project from Bonnie Brae to North Elm Street/US77 also provides an 8-foot sidepath. The new DISD Elementary school currently in construction is expected to be open by August 2025 before completion of the road and sidepath. To help ensure student/pedestrian safety until the ultimate project is complete, the City has begun installing a temporary 5-foot asphalt path. The requested funding will help with the construction of the temporary path as well as feasibility costs for additional safety enhancement options at the intersections of Bonnie Brae, Riney Road/Bronco Way and other paving improvements within the project.

Status

Project Status:	Construction (temp path)	
	Initiation (feasibility for additional safety improvements)	
Estimated Schedule:	Q3 2024 – Q3 2024:	Construction of Temp Path
	Q4 2024 – Q2 2025:	Feasibility
	Q1 2025 – Q3 2027:	Construction

Proposed Funding

Estimate at Completion:	\$6.5M
City of Denton Funding:	\$5.75M
TRIP Funding Request*:	\$750K (75K Feasibility, 100K Design, & 575K Construction)
*The proportions of funding for Feasibility, design, and construction may change	





(D23) Sidewalk Connectivity and Shelter Pad Allowance



Project Summary

The request for \$1M is to support the design and construction of ADA concrete landing and shelter pads, and sidewalk connections to and from existing and new DCTA bus stop locations in high priority locations along Connect Routes 3, 6, and 7. Improvements are intended to enhance overall accessibility and user experience on the fixed-route bus network.



Project Status & Proposed Funding

Project Status: Planning (DCTA)
 Schedule: Q2 2024 – Q4 2025 (Design & Construction) through coordination with DCTA
 Estimate at Completion: \$2,000,000 (Design & Construction)
 TRIP Funding Request: \$1,000,000 (Design & Construction)
 \$1,000,000 NCTCOG-funded bus stop amenities

	SHELTER	TRASH	BENCH	POLE/SIGN	ADA PAD
Mobility Hub	Required	Recommended	Recommended	Recommended	Recommended
Primary Connection Stop	Required	Recommended	Recommended	Recommended	Recommended
Primary Key Stop	Required	Recommended	Recommended	Recommended	Recommended
Secondary Connection Stop	Recommended	Recommended	Recommended	Recommended	Recommended
Secondary Key Stop	Recommended	Recommended	Recommended	Recommended	Recommended
Basic Stop	Recommended	Recommended	Recommended	Recommended	Recommended

Bus Stop Hierarchy Examples



TEXAS APPROVES NEARLY \$148B TO IMPROVE ROAD SAFETY, STATEWIDE CONNECTIVITY

By Hannah Norton

August 27, 2024

Over the next 10 years, Texas will invest nearly \$148 billion in transportation projects aimed at improving safety, reducing congestion and strengthening connectivity across the state.

The overview

[The Texas Department of Transportation's](#) 10-year plan, known as the [Unified Transportation Program](#), is updated annually. [The Texas Transportation Commission](#) unanimously approved the \$104.2 billion [plan](#) for 2025 during its Aug. 22 meeting.

Additionally, the state will use over \$43 billion for development and routine maintenance, according to [a news release](#).

“People come to Texas because we provide the freedom and opportunity they can’t find anywhere else, and that’s why we’re investing in the future of Texas roads,” Gov. Greg Abbott said in the release. “Projects like this will ensure our products and people can move quickly to keep the Texas economy booming. Together, we are building a bigger, better Texas for years to come.”

By the numbers

[The 2025 UTP](#) contains thousands of projects, according to TxDOT, but there is no guarantee that they will all be completed.

Officials expect to distribute about \$8.6 billion for transportation projects in the Austin area, about \$17.9 billion for projects around the Dallas-Fort Worth area, around \$14.5 billion for Houston-area projects and around \$5.7 billion for the San Antonio area, [according to planning documents](#).

This includes \$1.9 billion in new funding to address congestion on Texas’ most crowded roadways and \$1.7 billion to increase connectivity between rural and urban areas.

“TxDOT has a record amount of active construction projects this year, and this [investment] will help continue that work of moving people and goods safely and efficiently in our rural, urban and metropolitan areas,” TxDOT Executive Director Marc Williams said in the release.

NBCDFW

UT ARLINGTON TO EXPAND WEST WITH HELP FROM FORT WORTH

City council members approve interlocal agreement, \$4 million for new UTA West campus

By Tahera Rahman
August 27, 2024

The University of Texas at Arlington is planning a westward expansion that just got a big boost from the City of Fort Worth.

The [new campus](#) will be built in two phases, totaling 1.5 million square feet: Up to nine buildings with 12,000 students.

City Council members approved an interlocal agreement at their meeting on Tuesday, approving \$4 million from the Economic Development Initiatives Fund for UTA's new West campus in Walsh Ranch.

In exchange, the university will be responsible for public services and utilities "consisting of associated water lines, domestic water meters and sanitary sewer lines; construction of an inner campus road, lighting, frontage road approaches and acceleration/deceleration lanes and installation of all franchise utilities including electric, gas and telecom," according to city documents.

Get top local stories in DFW delivered to you every morning. [Sign up for NBC DFW's News Headlines newsletter.](#)

"We're really excited about this next opportunity to expand our impact and bring educational opportunity to the west side of Fort Worth," said UTA president Jennifer Cowley during the meeting.

City Council member for the district, Michael D. Crain, agreed that the campus will expand access.

"I think when people look at the map of Fort Worth, they don't understand how far west it goes. That would put another education campus right in the middle of what is a high-growth population area," he said.

Crain said Walsh Ranch is one of many new developments in his district, and he thinks the campus will bring even more.

"As we talk to any sort of commercial businesses, other offices that want to relocate here, they're looking at what talent exists, and so this is going to put more education, more talent in that area and more accessible across the board," he said.

But with the university's new frontier also comes some traffic concerns in the already high-growth area.

"Since you are there, close to the nexus of two major freeways, hopefully we can get some assistance from our TxDOT folks, and I hope [Fort Worth Transportation and Public Works] folks are listening, outreach to them so we can plan accordingly and see if we can make some improvements, especially to I-20, along the Ronald Reagan Memorial Highway, to make sure

that's up to snuff to accept the upcoming universities," City Council member Carlos Flores said during the meeting.

Crain, who sits on the Regional Transportation Council, said they've already been looking at that, and this development will help re-prioritize west Fort Worth with TxDOT.

"I will actually see to it and there's lots of pieces out there that we have to keep reminding them of," he said.

According to city documents, UTA's west campus will be constructed in two parts, the north parcel and south. The total estimated cost of the former is over \$800,000,000.00 and it's expected to start enrollment in Fall of 2028.

The planned programs at the campus include engineering, social work, and economic development & workforce development.

UTA West will become the third UTA campus in Fort Worth, along with the [UTA Fort Worth Center](#) and the [UTA Research Institute \(UTARI\)](#)

CONSTRUCTION BEGINS ON \$6M CENTREPORT TRAIL CONNECTING FORT WORTH TO ARLINGTON

By Kevin Vu
August 28, 2024



Once complete, the CentrePort Trail will connect the far east Fort Worth rail station to the Arlington River Legacy Trail. (Haley Samsel | Fort Worth Report)

A major trail development is underway after Fort Worth City Council members approved a [\\$6 million construction contract](#) in January.

CentrePort Trail will start at the Trinity Railway Express CentrePort Station in far east Fort Worth and conclude at the east end of the Arlington River Legacy Trail. The trail, not far from the American Airlines headquarters and Dallas Fort Worth International Airport, will include a 12-foot concrete multiuse path, trail structures, wide shoulders, 911 location markers and trail signage.

Jing Yang, the city of Fort Worth's project manager and landscape architect, said this project will help give people easier access to the station and connect Fort Worth and Arlington. Construction started in June and is projected to finish in a year, Yang said.

"If you want to go to the train station, you have to drive," Yang said. "By using a trail, they're not only connecting one community to another community, it's connecting one city to multiple cities."

Jeff Kinlan has lived in Viridian — a neighborhood in Arlington near the planned trail — for nearly five years and believes North Texas is not pedestrian- or bike-friendly due to what he calls a “huge mesh” of highways, parking lots and big box stores.

The construction of the CentrePort Trail is a huge step forward in connecting different cities and making it more accessible, he said.

“I think this is a great step in connecting not only those two major population centers, but the cities and the transit centers along the way,” Kinlan said. “It gives people another option to get out of their cars and to see more places without having to worry about traffic.”

Kinlan said he often goes to Dallas with his wife for date nights but that it can be stressful when he has to drive 30 minutes to an hour depending on traffic, followed by the difficulty in finding parking.

“All of us here (at Viridian) have easy access to the River Legacy Trail,” Kinlan said. “If you can just quickly ride your bike to the CentrePort Station, you can quickly take the train, ride it all the way into Dallas, and watch a Mavs game or eat at a new restaurant. It’s a lot easier than having to worry about jumping on a highway, especially with rush hour.”

Yang said the CentrePort Trail is one of many trails planned to help connect the Dallas-Fort Worth region. Through the [DFW Discovery Trail](#) and [2045 Regional Veloweb](#), the cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas look to implement a continuous regional trail from downtown Fort Worth to downtown Dallas.

Plans for a 63-mile regional trail system got underway in 2013, and the North Central Texas Council of Governments anticipates most sections of the trail to be completed by 2026. The CentrePort Trail was federally funded by the Texas Department of Transportation and budgeted in the city’s parks department, Yang said.

“Eventually we want to provide more alternative transportation options to people instead of just driving,” Yang said. “Using the federal grant to create different transportation options is really important to improve the living quality of people in the region.”

NBCDFW

DALLAS CONSIDERS LOWERING SPEED LIMITS ON CITY'S DEADLIEST ROAD – NBC 5 DALLAS-FORT WORTH

Members delayed taking action until September, hoping to reduce the speed on more sections of road

By Scott Friedman & Eva Parks
August 28, 2024

There are big developments in **NBC 5 Investigates'** months-long series [Driven To Death](#). Dallas city leaders are now proposing lowering the speed limits on sections of Loop 12 in Southern Dallas.

In February, **NBC 5 Investigates** analyzed crash data from the Texas Department of Transportation. They revealed that five pedestrians were killed in just 11 months on a short stretch of Loop 12/Ledbetter Boulevard near Bonnie View Road.

After NBC 5's reporting, State Sen. Royce West, D-Dallas, called a meeting with the city and TxDOT to examine safety on Loop 12, which the reporting has shown is the deadliest roadway in the city.

On Wednesday, the Dallas City Council postponed action on an ordinance that would lower speed limits on parts of Loop 12, including the stretch where so many have died in a short period of time. Since NBC 5's initial report, new TxDOT data showed a sixth pedestrian was killed in roughly the same one-mile stretch of road.

Council members delayed action Wednesday until next month because some would like to see additional road sections considered for lower speed limits. Councilman Jaime Resendez said staff needs more time to work on the plan.

"Reducing speed limits, it's part of the solution. It's not going to solve all of our problems, especially if people are not going to follow the law anyway," Resendez said in an interview with NBC 5. "This is just part of the holistic approach we are taking to this problem."

The city, TxDOT, and the North Central Texas Council of Governments are also now looking at design changes to physically slow speeds and to create safer pedestrian crossings on Loop 12.

You can see the entire series of reports, [Driven to Death, here](#).

'A DIRECT ATTACK ON MY FAMILY': TRANSIT ADVOCATES PUSH BACK ON DART BUDGET CUTS

By Pablo Arauz Peña

August 28, 2024



Item 5

Board of Directors

August 27th, 2024 6:56 pm

DART

Transit advocates are making their case against proposed budget cuts at Dallas Area Rapid Transit as the agency considers capping spending by as much as 5%.

On Tuesday, members of the group Dallas Area Transit Alliance (DATA) spoke to the DART board of directors to address their concerns.

“I think everyone who thinks that these budget cuts will make things magically better don’t understand what it’s like to wait more than 20 minutes in Texas heat for their train or their bus,” said Ruben Mendoza, a member of DATA.

Mendoza said he relies on DART to commute from his neighborhood in southeast Dallas to attend classes at the University of North Texas in Denton. He and his family are frequent DART users and he’s been using the system most of his life.

“Quite frankly, I see any future proponents against it or any propositions against its funding as foolish, shortsighted and a direct attack on my family,” Mendoza said. “Please consider what you’re doing to people like me, students, young professionals and hard workers.”

As part of a diverse coalition of DART riders and advocates who are organizing to stop the agency from reducing its budget, Mendoza was one of nearly two dozen speakers who addressed the board.

DATA member Phillis Silver said she's noticed that on-time performance for buses has improved in recent years. She doesn't want the agency's progress to be hobbled by funding cuts.

"It takes funding to maintain and increase staffing and bus equipment to achieve the success," she said. "We don't want to lose riders due to a decrease in reliability caused by a decrease in funding."

The agency's board of directors has been in talks about [capping its operations budget by 3-5%](#). This comes after more than half of the agency's 13 member cities have [called for or discussed a 25% reduction to their contributions](#).

DART gets most of its funding from local cities and has stated that funding cuts will lead to reduced services. Leaders in Dallas are among those calling for cuts in order to [improve the city's underfunded safety pension system](#).

On Wednesday morning, more advocates with DATA showed up to speak before the Dallas City Council.

DATA member Christopher Murphy said he relies on DART because he has a neurological disability that makes it difficult to drive a car.

"There are a lot of people who rely on DART for a multitude of reasons — financial, ability — just because it's simpler and easier than driving," Murphy told KERA. "It's really important that for a city to function, that you incorporate all of those people into your decision making."

Murphy added that he hopes DART will maintain funding as it is so the agency can continue to improve.

DART's board of directors plans to vote on its budget next month.

FOR TARRANT COUNTY TO SUCCEED, LEADERS SAY THEY NEED COOPERATION, STATE FUNDS FOR TRANSIT

By Eric E. Garcia

August 29, 2024



Fort Worth Mayor Mattie Parker speaks about the future of transportation in Tarrant County during an Aug. 29, 2024, Candid Conversation event at Texas Wesleyan University. (Camilo Diaz | Fort Worth Report)

Funding needs

Proposed transit projects need state funding, Fort Worth Mayor Mattie Park said during a regional transit conversation hosted by the Fort Worth Report.

Tarrant County leaders said they plan to lobby the state Legislature to provide millions of dollars for more funding for needed transit projects, including basic maintenance for local highways.

Mayor Mattie Parker, a member of Texas Big City Mayors — a group consisting of the mayors of the state’s biggest cities — said the state funding is needed to lessen the burden on cities such as Fort Worth that devote much of their budgets to public safety measures involving transportation.

“The state of Texas has to come to the table to help us with this,” she said.

Cities are limited in how much they can financially support because of restrictions from the Texas Legislature, North Central Texas Council of Governments Transportation Director Michael Morris said.

Last year, the group of mayors sought funding for mental health issues. This year, Parker said, the group will focus on transit funding because it can take 10 to 15 years to design a transportation system. The group's legislative agenda is still being worked on before the Legislature meets early next year to determine funding priorities.

The funding discussion came during the Fort Worth Report's "Candid Conversation" on the future of transportation in Tarrant County. The event, moderated by the Report's publisher and CEO Chris Cobler, was Aug. 29 at Texas Wesleyan University.

Parker, Morris, Arlington Mayor Jim Ross and Trinity Metro President and CEO Richard W. Andreski participated in the discussion that looked at the future — and funding challenges — of local transportation.

"We are soon to be the third-largest metro region in the country. ... We have to have transit to get Texans across Texas, period," Parker said of the division between Tarrant and Dallas officials over progress on high-speed rail.

Fort Worth's neighbor to the east has to remember that the metro region's growth is on the west side, Parker said. By 2100, the Parker County city of Aledo, currently home to more than 5,800 residents — will be the population center of the Fort Worth-Dallas area, the mayor said.

To accommodate millions more residents, rail projects need to be planned — regardless of whether funding exists or not, Morris and other speakers stressed.

Morris said a high-speed rail system could be built within 15 years, but with innovative funding that could happen faster.

Parker said she formed a committee that will work to determine what an urban rail future will look like — and cost — in Fort Worth. Such a system would enable residents to visit city entertainment districts, including the Stockyards, the future Panther Island and Cultural District, without clogging roads.

"We often start with a vision without knowing where the money is coming from," she said.

Ross agrees that regionalization is needed for a high-speed rail proposal that would connect Arlington and Fort Worth to Dallas and Houston.

"I don't give a damn about who passes a resolution," Ross said, referring to a Dallas City Council vote opposing high-speed rail in that city's central business district.

High-speed rail, he said, is going to happen, "and nobody is going to stop it from happening."

Ross said Arlington's costs to improve public transportation, including whether to join an existing transit authority, would be high, possibly \$40 million to \$100 million per year.



Arlington Mayor Jim Ross jokes with panelists during an Aug. 29, 2024, Candid Conversation on the future of transportation in Tarrant County at Texas Wesleyan University. (Camilo Diaz | Fort Worth Report)

Along with the Via rideshare system, Arlington already is using autonomous taxis to move about 1,000 riders a week, Ross said. By 2026, the city expects air taxis to be operational, making the city the first in the nation to have them.

“Stop saying that Arlington doesn’t have transit,” Morris said, referring to the on-demand rideshare program and other services that cover the city’s 99 square miles.

Morris praised Arlington’s tech-forward approach to transit, although it has been criticized in the past for lacking mass transit.

Arlington skipped five generations of public transportation, Morris said. Public transit authorities are now deciding their futures and rolling out new tech such as the planned air taxis, he said.

With its growing status in the region, Ross declared that this is no longer the DFW metroplex but rather “the DFWA metroplex.”

As North Texas grows, Arlington and Dallas will be landlocked, but Fort Worth will still have room to expand.

Future transportation options, Morris has said, include an elevated gondola-style system called Whoosh by Swyft Cities, a Google spinoff company, that could be used in Arlington, Dallas, DeSoto, Frisco and Plano.

The system could be used in Arlington, for example, to move people around the Entertainment District, where top attractions like AT&T Stadium, Globe Life Field and Six Flags Over Texas are located.

Cities that are succeeding are leaning into transit and seeing big rewards with increased economic development and more vibrant communities, Andreski said.

Public transportation will also aid in educational access.

“We need to do a better job of serving these various communities,” he said.

Morris, who leads regional transit discussions with elected and appointed officials on the Regional Transportation Council, said increasing density in communities will help improve transportation.

Fort Worth and the surrounding area, he said, needs higher density because more people translates into lower costs for transit.

“The whole key of this is, get out of your swim lane, get out of your silo,” Morris said.

Morris pointed to Parker’s recent call for Fort Worth ISD to improve academic outcomes as an example of that. Everything is connected, he said, and local governments cannot work alone.

Things have changed since he was younger, Ross said. People want walkable, urban neighborhoods with greater density over white picket-fenced yards — in fact, people want little to no yards,” he said.

Morris said infill development is needed before the area’s population hits 12 million.

While Fort Worth explores rail expansion to entertainment districts, there is a need for more frequent bus routes, Andreski said.

“Frequency is about freedom,” Andreski said, adding that improved bus routes will enable people to go where they want when they want to.

Trinity Metro, he said, is shifting the number of routes while increasing their frequency.

“One thing that is going to stop progress for us, though? We invest about \$100 per capita in our city,” Andreski said. Peer cities invest about \$200, so those areas do more and experiment, he added.

Trinity Metro will work with every cent since 1 in 3 people used the agency’s services in the past year, Andreski said. But as demand grows, the system will need more financial support from the cities it serves.



Community members listen to panelists discuss the future of transit in Tarrant County on Aug. 29, 2024, at Texas Wesleyan University. (Camilo Diaz | Fort Worth Report)

Morris said the region could be host to massive conventions by connecting the convention centers of Fort Worth, Arlington and Dallas.

“Imagine the conventions we could have?” he said.

Morris says DFW is known for its ability to build consensus. He plans to lead by that example so the region leads the way on transit going forward.

“Let’s connect the dots,” he said. “Let’s not take the easy way out.”

Adds Ross: “There has to be a unified approach. If you want to get s— done, work together. ... Learn to respect each other again.”

Eric E. Garcia is a senior business reporter at the Fort Worth Report. Contact him at eric.garcia@fortworthreport.org.

At the Fort Worth Report, news decisions are made independently of our board members and financial supporters. Read more about our editorial independence policy [here](#).

Event sponsors

The Fort Worth Report’s transit conversation was sponsored by Tarleton State University, presenting sponsor; Trinity Metro, a gold sponsor; North Texas Community Foundation, series food sponsor; BNSF Railway, Lockheed Martin Corp. and Real Estate Council of Greater Fort Worth, all silver series sponsors; Mental Health Connection of Tarrant County, Texas Wesleyan

University, United Way of Tarrant County, each a series supporting sponsor; and Corsair Consulting, a supporting sponsor.

Tarleton State University, which opened a Fort Worth campus at 10850 Texan Rider Drive in Fort Worth, now offers 24 undergraduate programs with more expected in 2025, Dr. James Hurley told participants at the Fort Worth Report's Candid Conversation on transportation. The university, based in Stephenville, is celebrating its 125th anniversary and has a record enrollment of about 18,000 students in Stephenville, Fort Worth, Waco, Bryan and online. The Fort Worth campus continues to expand its footprint with the opening of the Interprofessional Education Building, Hurley said.



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

August 27, 2024

Denton County Commissioner Sandy Jacobs
5800 Parker Road
Unit 203
Plano, TX 75093

Dear Commissioner Jacobs,

It was nice to speak to you this week and it sounds like you are doing well. **I am writing this letter because I wish to reflect on a few of your accomplishments because the Regional Transportation Council is celebrating 50 years.** It is important for all residents in DFW to understand your role, impact and contribution to transportation in the Denton/Dallas/Fort Worth region. Your service on the Regional Transportation Council was critical to its success.

As Chair of the SH121 Committee, you were the chief elected official that permitted the Sam Rayburn Project to be built between DFW International Airport and the City of McKinney. You challenged staff to get funding for the project and we all developed the "near neighbor/ near timeframe" policy. Your approval permitted the project we see today to move forward. In addition, your efforts permitted billions of dollars of non-tolled transportation projects to proceed near your Precinct.

You served on the Regional Transportation Council from 1995 to 2000 and were instrumental in developing innovative funding policies that are still employed today.

Your County government service resulted in being recognized with the Sandy Jacobs Government Center in Denton, Texas.

In discussing with others, I was reminded of your success in building Josey Lane. This was one of dozens of examples of your "out of the box" thinking. You sacrificed the needs of the region over personal gain, and we are grateful.



Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style.

Michael Morris, P.E.
Director of Transportation



**OFFICE OF CAROLYN KING ARNOLD
COUNCILMEMBER – DISTRICT 4**

August 19, 2024

Dear Mr. Morris,

We need your help in addressing the Pedestrian Safety Concern at Glendale Park, located in the 1500 block of E. Ledbetter Drive. This 63-acre park and recreational component is divided by Ledbetter Drive.

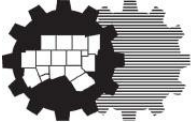
We need your guidance for recommendations that would address the Vision Zero component as it relates to the navigation to and from these two facilities by foot and vehicle. We look forward to expanding the programming on each location and safety is our primary concern.

We look forward to working with you on this very important safety concern.

In Service,

A handwritten signature in cursive script that reads 'Carolyn King Arnold'.

Carolyn King Arnold
Council Member – District 4



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Host Transportation Public Meeting August 12

Public comments accepted through Sept. 10

The North Central Texas Council of Governments (NCTCOG) is hosting a hybrid public meeting to give residents an opportunity to provide input on a series of transportation-related topics on August 12. The hybrid meeting is scheduled for noon at the NCTCOG's Arlington office, 616 Six Flags Drive. North Texans unable to attend will have the option to watch the presentations live at publicinput.com/nctcogAugust24, or participate via phone by dialing 855-925-2801, then code 10355. Public comments will be accepted until Sept. 10.

The Mobility 2045 Update guides the spending of federal and state transportation funds based on regional goals. Relevant sections in the Mobility 2045 Update have been amended to include recent federal grants awarded to NCTCOG for publicly accessible alternative fuel infrastructure projects, including hydrogen refueling infrastructure for medium- and heavy-duty vehicles and electric vehicle charging stations. A presentation will be given on the sections that have been modified. The updated information can be found in Environmental Considerations Chapter 4 and Appendix C at nctcog.org/mobility2045

Federal regulations require demographic forecasts to be evaluated every four years to coincide with the Metropolitan Transportation Plan development cycle. One of the initial steps in NCTCOG's demographic forecasting process is the review of Regional Control Totals for Population and Employment. Over the past year, NCTCOG staff has completed an analysis of various control total forecasts and will present the results to the public.

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities, and low-income populations from public agencies looking to implement service and those seeking partnership with an existing transit provider. The May 2024 cycle for proposal submissions has closed, and an update on selected projects will be provided for review and comment. For more information, visit nctcog.org/strategicpartnerships-transit.

Additionally, NCTCOG will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2024. Those projects are:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The input opportunity meets the federal requirement for public participation in Programs of Projects. DART hosts its own public meeting and can be contacted directly for more information.

The Transportation Improvement Program (TIP) maintains a comprehensive list of funded transportation projects from now through 2026. To maintain an accurate project listing, this document is updated regularly and will be posted for review and comment. Information will also be provided about the following initiatives and programs: Interactive Public Input: Map Your Experience, NCTCOG's Spatial Data Cooperative Program, Air Quality Programs, and Funding Opportunities, and Access North Texas.

Roundtrip rides from CentrePort/DFW Airport Station to NCTCOG are available for \$6 through the Arlington Transportation app. Download the app at arlingtontx.gov/ondemand. For special accommodation due to disabilities or language interpretation, contact 817-695-9255 or email icastillo@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

###



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Discuss High-Speed Rail, Commute Program at Hybrid Public Meeting Sept. 9

Public comments on transportation planning initiatives accepted through Oct. 8

Sept. 5, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is seeking input on transportation planning initiatives during an upcoming public meeting at noon Monday, Sept. 9. The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogSept24. Participants can also join the discussion by calling 855-925-2801 and entering code 10502. Public comments will be accepted until Tuesday, Oct. 8.

An update on the Dallas-Fort Worth High-Speed Transportation Connections Study will be presented, highlighting recent project developments. In response to concerns from the City of Dallas about the proposed downtown alignment, the Regional Transportation Council (RTC) held a workshop on July 11. On Aug. 8, the RTC decided to proceed with the federal environmental review process, incorporating flexibility to explore alternative routes for downtown Dallas that address stakeholder concerns. NCTCOG staff will provide an overview of the project's planning, engineering and stakeholder engagement efforts to date, along with next steps for this transformative initiative.

The Miles Matter Program, a collaborative project with the Texas A&M Transportation Institute, Carma Technologies and the Texas Department of Transportation, aims to utilize smartphone technology to analyze travel patterns on Dallas-Fort Worth roadways. Set to launch in September 2024, this initiative will involve approximately 500 participants along the Interstate Highway 35W corridor, who will be incentivized to shift their commute times outside of peak travel periods. The project is designed to gather insights and will include additional phases based on initial feedback and engagement.

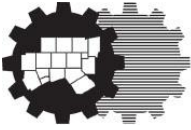
Information related to interactive public input, air quality funding and initiatives, Try Parking It and Access North Texas will also be available online for review and comment.

Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-695-9255 or email jcastillo@nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact:
Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texas Public Agencies Team With NCTCOG to Leverage Technology to Reduce Freight Congestion

Regional benefits include improved traffic flow, reduced fuel costs, lower emissions

Aug. 13, 2024 (Arlington, Texas) – The North Central Texas Council of Governments (NCTCOG) has announced traffic signal technology system partnerships to help trucks move more efficiently through some of the region’s key freight corridors. The cities of Arlington, Carrollton, Fort Worth, Garland, Grand Prairie and McKinney, as well as Dallas Fort Worth International Airport, are helping deploy a [Freight Signal Optimization Program](#) across more than 500 traffic signals in their jurisdictions.

In North Texas, trucks are involved in the shipment of approximately 77% of goods. The freight optimization program will improve traffic flow through signalized intersections by helping freight vehicles stop at fewer red lights. This first-of-its kind service based on cloud-computing technology is designed to save money, time and fuel while reducing emissions. Passenger vehicles driving alongside the heavy trucks will benefit from the same extended green time.

Funded through a U.S. Department of Transportation grant, participation is at no additional cost to freight operators. The technology being deployed has been used in transit and emergency response applications across the United States, including Austin and San Antonio.

“The benefits to our community, which include enhanced road safety, improved quality of life and environmental consciousness, are significant,” said Natalie Bettger, NCTCOG senior program manager, congestion management and system operation. “The technology works with traffic management systems to provide a few more seconds of green time to allow the heavy vehicle to pass through the intersection without stopping. It requires no additional hardware in the truck or in the traffic signal cabinet.”

The technology deployment also includes information announcing to the truck driver the recommended travel speed to arrive at a traffic light on green that is currently red. This technology is available today in production vehicles including several Audi and Volkswagen models.

The system also requires no new equipment in the freight vehicles or in the roadway. Data will be fully anonymized in program operations, which means participant information will not be collected or used for any other purpose.

To learn more about the program, or to sign up as a freight operator for no cost, go to freightpriority.com. Watch a video about this project [here](#).

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. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts.

About the Freight Signal Optimization Program

The North Central Texas Council of Governments' (NCTCOG) Freight Signal Optimization Program originated to address travel delays in the Dallas-Fort Worth region, a key focal point for the freight industry in North America. Freight access between the highways and major distribution centers has been an expressed point of frustration for the industry; traffic signals are the core reason for inefficient stop-and-go travel conditions. The NCTCOG is conducting this project to deploy software as a solution (SaaS) to promote efficient commercial truck movement. The innovation provided through intelligent traffic signal optimization at 500 intersections throughout the metroplex allows for freight routes with fewer stops, less idling at red lights and reduced emissions. Participation is completely free to local agencies and freight operators. To sign up or learn more, please visit freightpriority.com.

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North Central Texas Council of Governments

Railroad Crossing Elimination Program (RCEP) – FY 2023/24

Regional Transportation Council (RTC) – Action

Jeff Neal , Senior Projects Manager – September 12, 2024

Railroad Crossing Elimination Program (RCEP) – Overview

Program Purpose:

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

Selection Criteria:

- Safety
- Climate Change and Sustainability
- Equity and Justice⁴⁰
- Workforce Development, Job Quality, and Wealth Creation

Application Deadline: September 23, 2024 (*application limit – 3 per applicant*)



Railroad Crossing Elimination Program (RCEP) – Overview

Project Eligibility:

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

Applicant Eligibility (groups included):

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



Railroad Crossing Elimination Program (RCEP) – Overview

Funding Availability:

Total Funding (FY 2023/24):
\$1,148,809,580

Set-Asides:

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

Minimum/Maximum Award:

Minimum:

– \$1 Million per Project (*construction*)

Maximum:

– 80% of Cost per Project (*construction*)

Maximum per State:

– 20% (*or \$229.8 Million*)



RCEP Application Submittals – Overview

NCTCOG is working with Regional Partners to submit projects.

CROSSING	LOCATION	RAILROAD(S)	DESIGN STATUS	FUNDING STATUS	SUBMITTING AGENCY	IMPLEMENTING AGENCY
Ennis Avenue <i>(Business US 287)</i>	Ennis	Union Pacific Railroad <i>(UPRR)</i>	Final Design	Partially Funded	NCTCOG	TxDOT
Bonds Ranch Road	Fort Worth / Tarrant County	Burlington Northern Santa Fe Railway <i>(BNSF)</i> / Union Pacific Railroad <i>(UPRR)</i>	Conceptual	Partially Funded	Tarrant County	Tarrant County
Prairie Creek Road	Dallas	Union Pacific Railroad <i>(UPRR)</i>	30% Design	Partially Funded	City of Dallas	City of Dallas



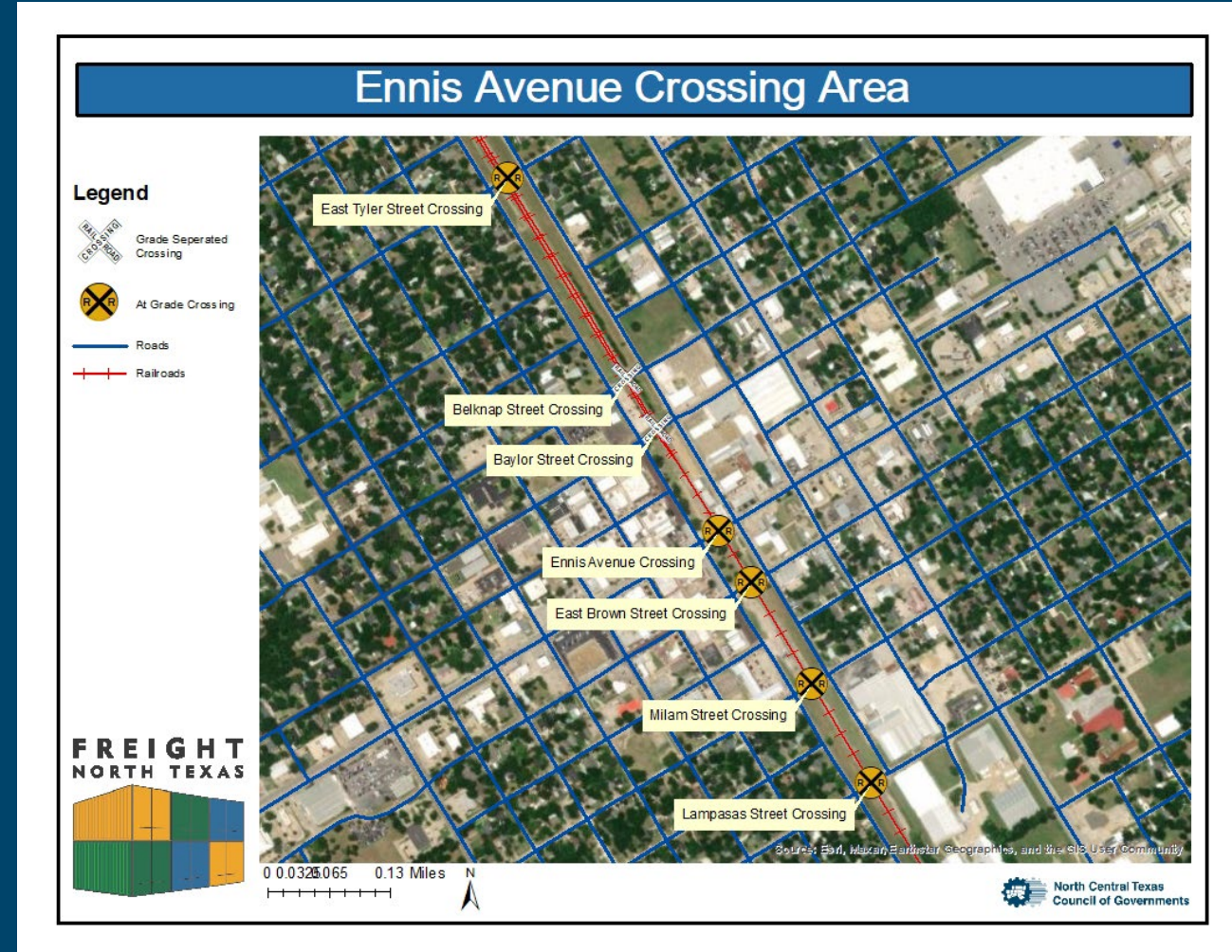
RCEP Project Details – Ennis Avenue / UPRR

Project Overview:

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

Project Partners:

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



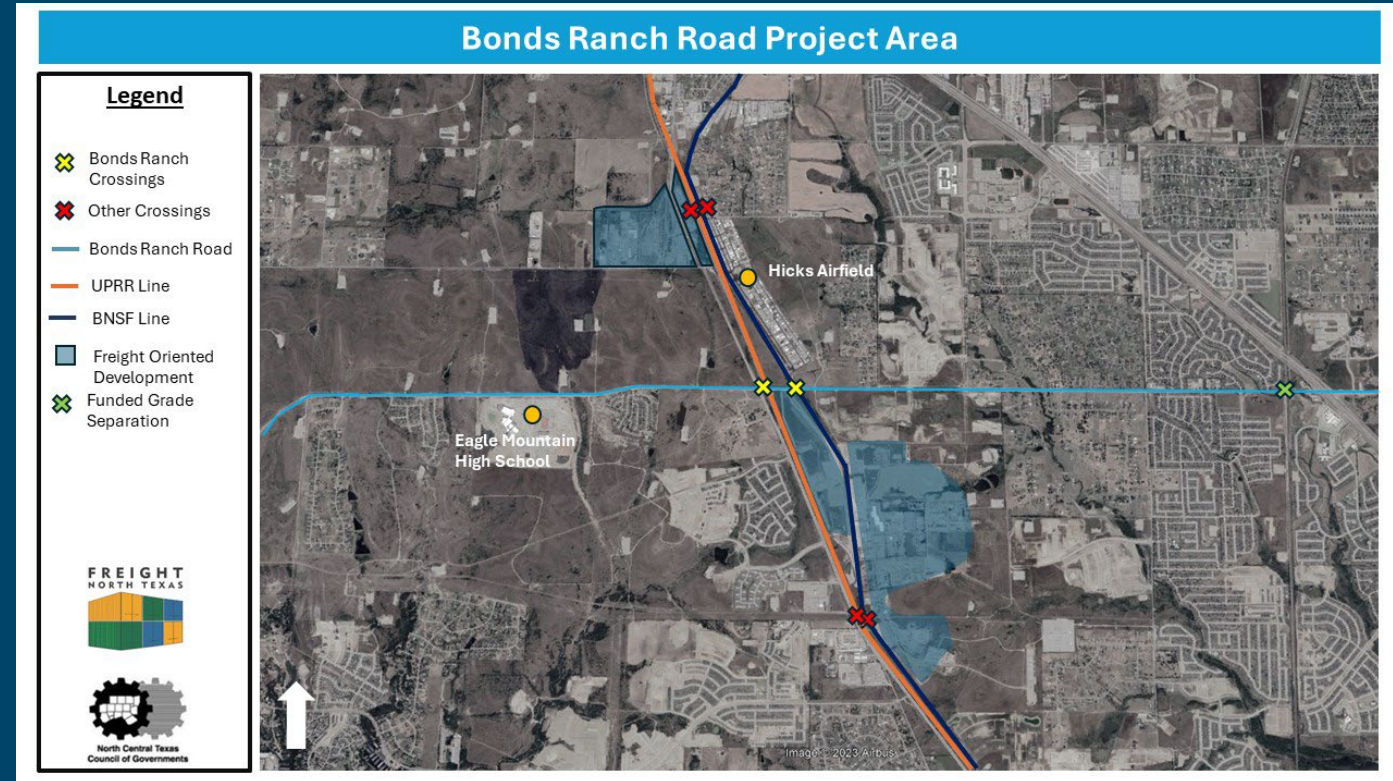
RCEP Project Details – Bonds Ranch Road / BNSF / UPRR

Project Overview:

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

Project Partners:

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



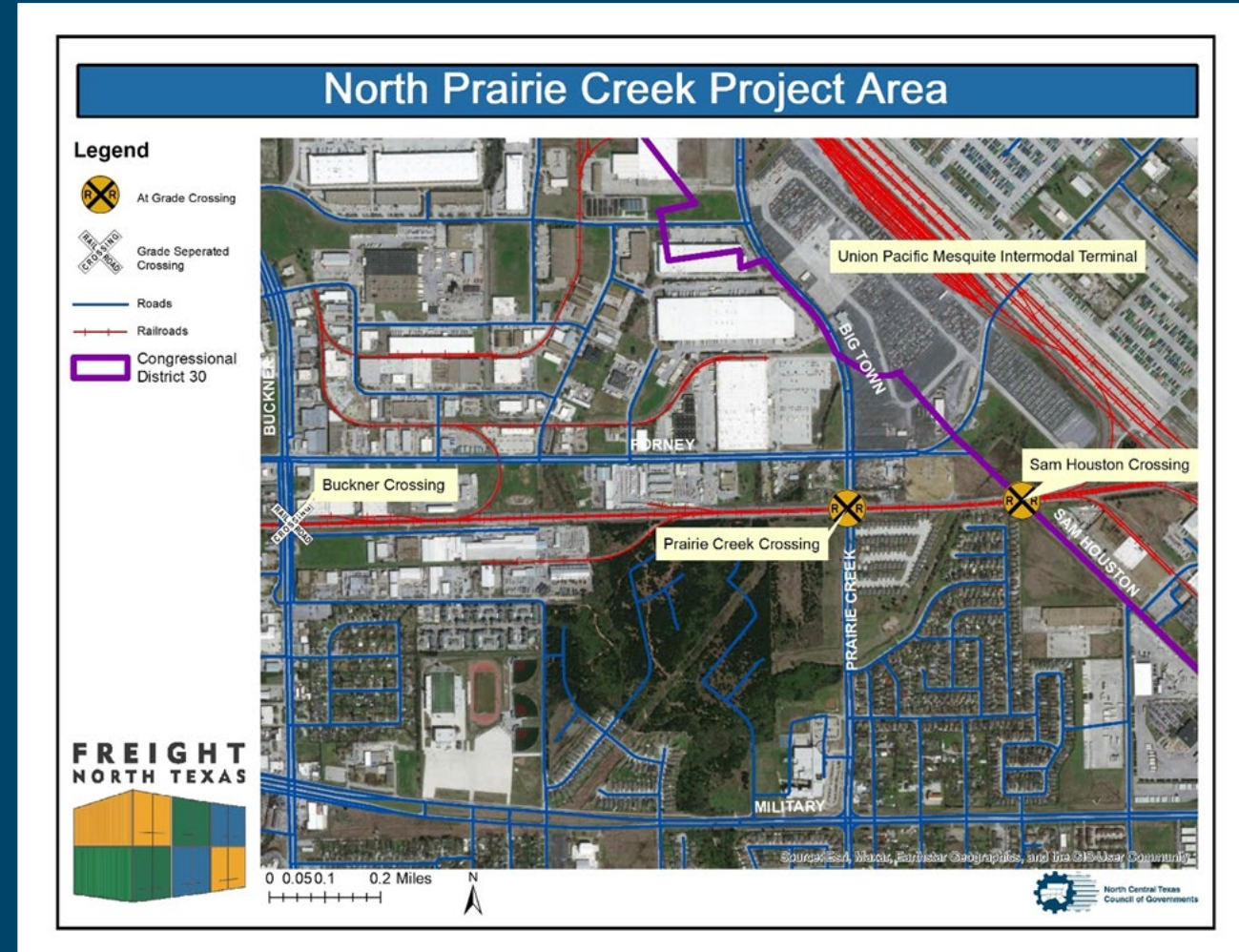
RCEP Project Details – Prairie Creek Road / UPRR

Project Overview:

- Previously submitted (NCTCOG – FY 22 RCEP)
- Located in Dallas, Texas
- Located near three schools (Ann Richards STEAM Academy, Dallas ISD middle school, & Dallas ISD high school)
- Equity and safety are the top concerns at this project location

Project Partners:

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



RCEP Project Details – Cost / Revenue Breakdown

PROJECT			COST / FUNDING STATUS						
TITLE	NEW	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG City / County	Other Public	Private (Rail) *	NCTCOG	Other	RCEP Grant	
SUBMITTED BY NCTCOG									
Ennis Avenue <i>(Business US 287)</i>	Yes	East	\$7,000,000 ¹	\$12,360,000 <i>(TxDOT)</i> ²	\$2,000,000 <i>(UPRR)</i>	\$21,440,000 ³	\$2,000,000 <i>(TxDOT)</i> ⁴	\$20,000,000	\$64,800,000
SUBMITTED BY OTHERS									
Bonds Ranch Road	Yes	West	\$27,000,000 ⁵	\$15,000,000 <i>(TxDOT)</i> ⁶	\$6,000,000 <i>(BNSF / UPRR)</i>	\$20,000,000 ⁷	N/A	\$38,000,000	\$56,000,000 \$106,000,000
Prairie Creek Road	No	East	\$12,691,590 ⁸	N/A	\$1,500,000 <i>(UPRR)</i>	\$5,322,653 ⁹	\$1,602,360 <i>(Earmark)</i>	\$15,138,299	\$36,254,902

* Railroad contributions to be confirmed.

1. City of Ennis - \$7,000,000 (+ \$5,000,000 NCTCOG loan to be repaid by the City)
2. State matching funds and State right-of-way (ROW) funds
3. Category 2 & Surface Transportation Block Grant (STBG) funds
4. District Discretionary (Category 11 funds)
5. City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR) - \$9,000,000 each

6. State matching funds
7. STBG funds
8. City of Dallas - \$9,450,590; Dallas County - \$3,241,000
9. Congestion Mitigation Air Quality Improvement Program (CMAQ) funds



Railroad Crossing Elimination Program (RCEP) – Schedule

July 15, 2024	RCEP Notice of Funding Opportunity Released
August 23, 2024	STTC Action Item
<i>September 12, 2024</i>	<i>RTC Action Item</i>
September 23, 2024	RCEP Submittal Deadline
September 26, 2024	Executive Board Endorsement (<i>Approval</i>)



Railroad Crossing Elimination Program (RCEP) – Requested RTC Action

Request RTC approval for:

Submittal of the *Ennis Avenue/UPRR Grade Separation Project* for funding consideration through the **FY 2023/24 Railroad Crossing Elimination Program (RCEP)**.

- Includes a \$5,000,000 NCTCOG loan to be repaid by the City of Ennis

Addition of \$9,000,000 in Regional Toll Revenue (RTR) funds to support Tarrant County's RCEP submittal of the *Bonds Ranch Road/BNSF/UPRR Grade Separation Project*.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY 2023/24 RCEP Grant** awards.



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Reconnecting Communities Pilot Program Grant Application

Partnership for the Cotton Belt Trail Phase 3a



Karla Windsor

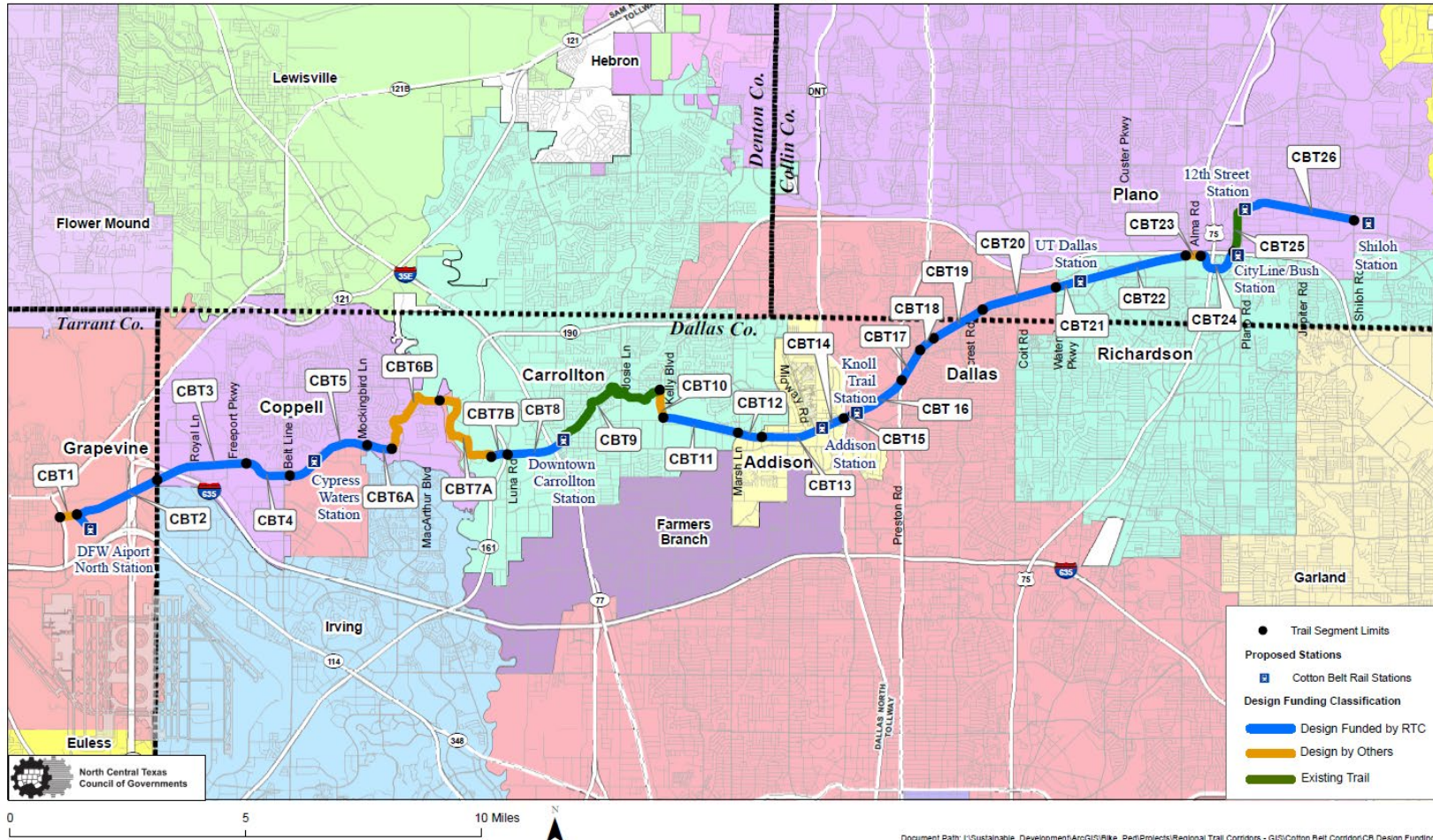
Regional Transportation Council

September 12, 2024



History

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



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

Phase 1 and Phase 2 Construction

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

Critical Bridges in Dallas and Plano

Trail Intersection Crossings of Silver Line Rail line

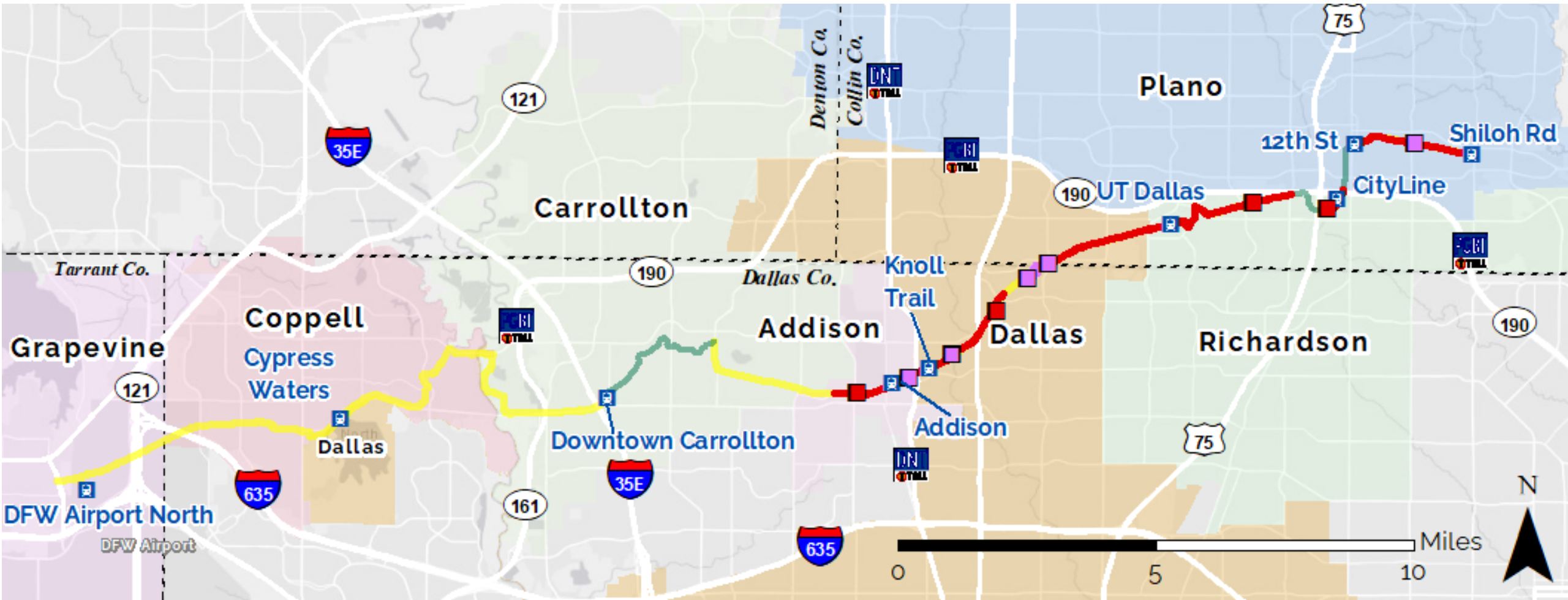
Phase 2 Trail Contractor: **BEGIN LATE 2024**

Funding Approach

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

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

Anticipated Cotton Belt Trail Construction Phasing



Reconnecting Communities Pilot Program (RCP) Priorities

- Remove, retrofit, mitigate, or replace an existing eligible facility with a new facility to reconnect communities
- Improve connectivity and overcome barriers to mobility, access, or economic development due to high speeds, grade separations, or other design factors
- Available Construction Funding: **\$457M**
- Cost share:
Maximum of 50 percent RCP funds and 50 percent local match (30 percent of match can be federal funds)

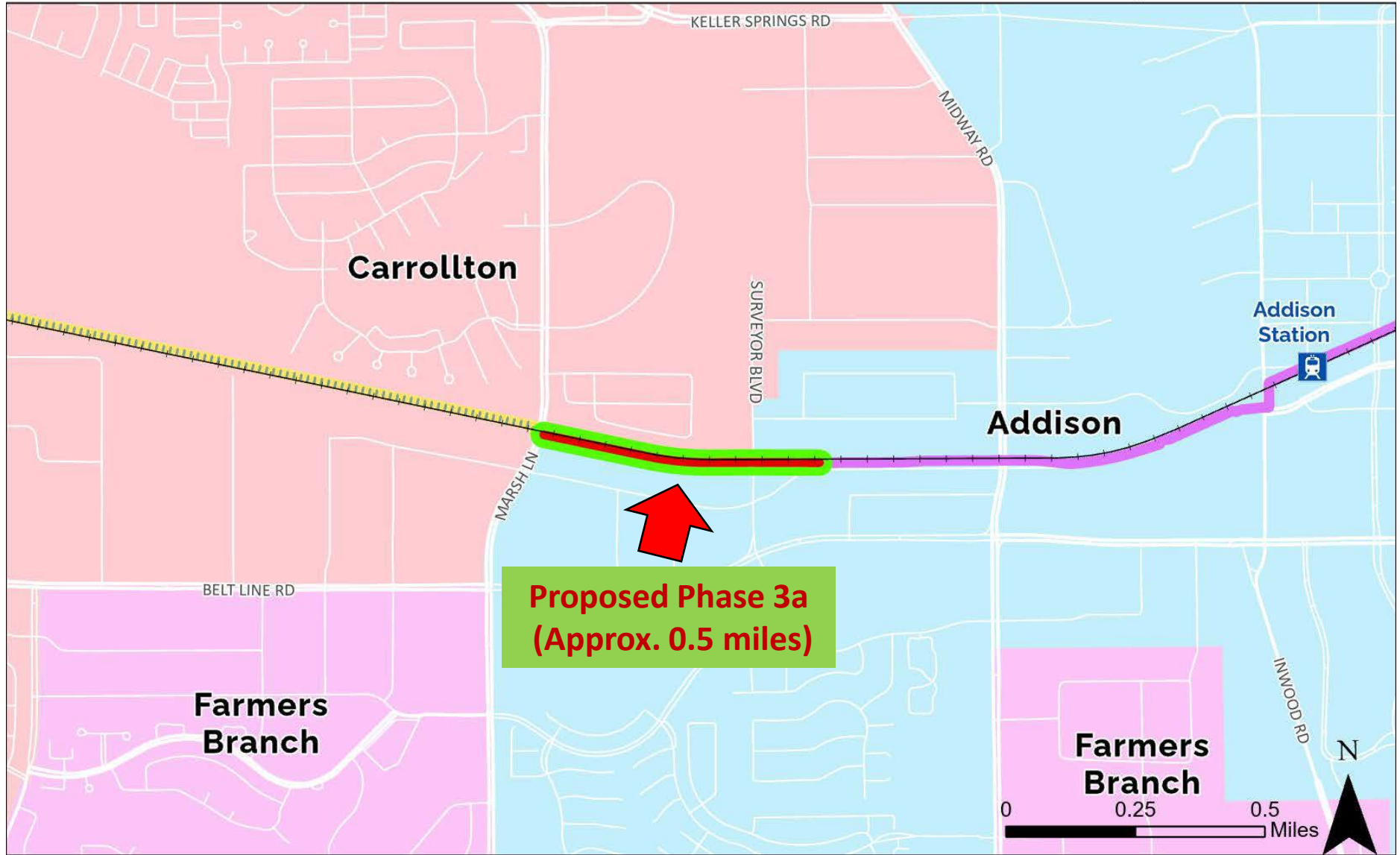


Reconnecting Communities Pilot Program (RCP) Priorities

- Staff recommends to submit for construction of the Cotton Belt Trail:
 - repackage the Active Transportation Infrastructure Investment Program (ATIIP) application (Addison, Coppell, and Dallas), and
 - include an additional trail section in Carrollton
- ATIIP application requested \$12M from the \$42M available nationwide for construction



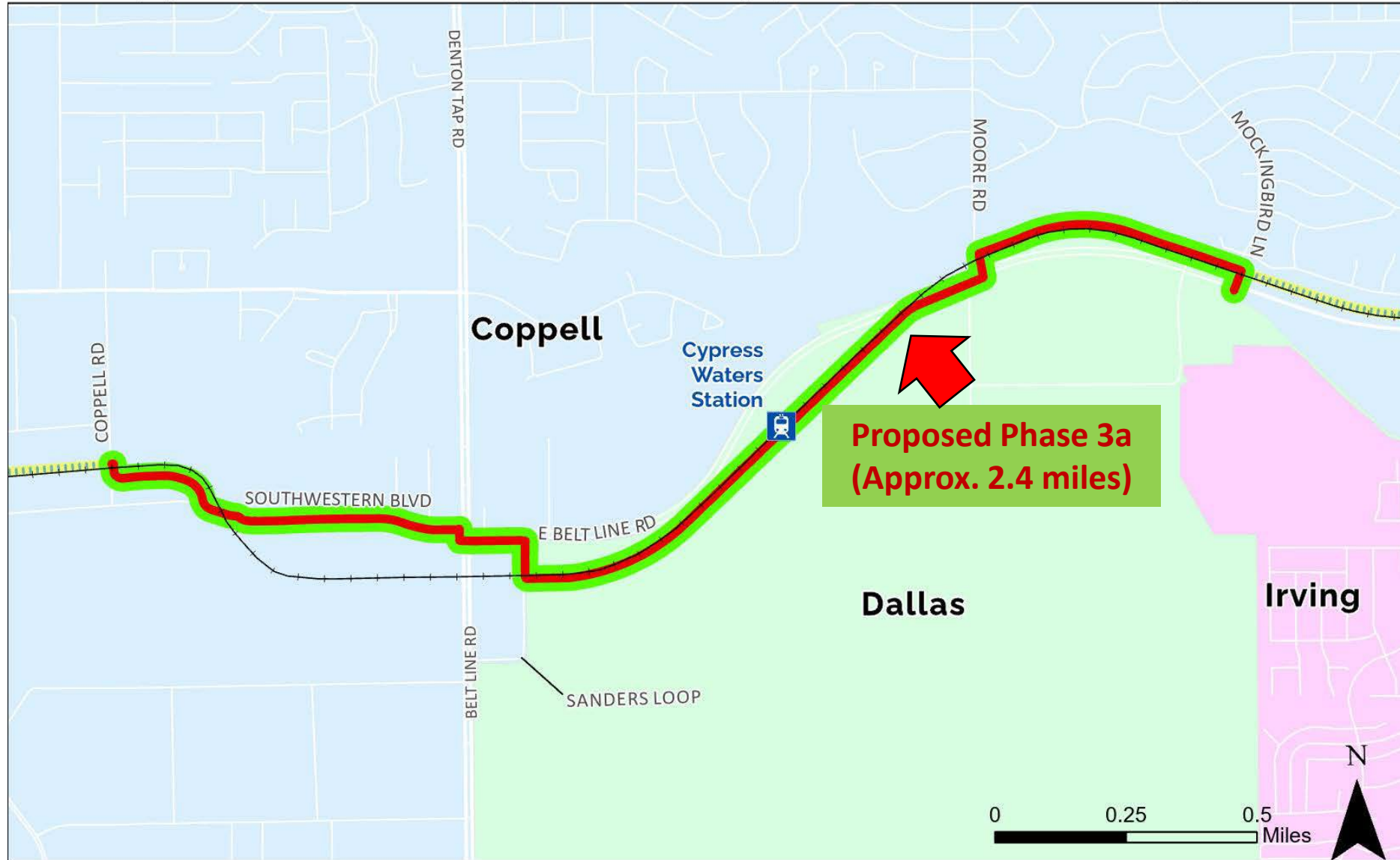
Addison Segment (Marsh Ln to East of Surveyor Blvd)





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

- Silver Line Rail Station
- Silver Line Rail Under Construction

Coppell/Dallas Segment (Coppell Rd to Mockingbird Ln)



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

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Carrollton Segment (McInnish Park to East of IH35E)



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

Phase 3a: ATIIP Grant Application

Application submitted by DART in July 2024

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

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

PROJECT SCOPE	COST / FUNDING					
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG / CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	--	\$4.3 M
Construct approximately 1.17 miles of trail, bridges, and intersection crossings in Carrollton	\$23,416,442	\$811,565	\$3,485,554	\$11 M	\$6,519,323	\$1.6 M
Total	\$46,000,000	\$5,871,026	\$4,709,651	\$23 M	\$6,519,323	\$5.9 M

Schedule

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

Requested Action

Regional Transportation Council Approval of:

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

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FISCAL YEAR 2024 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

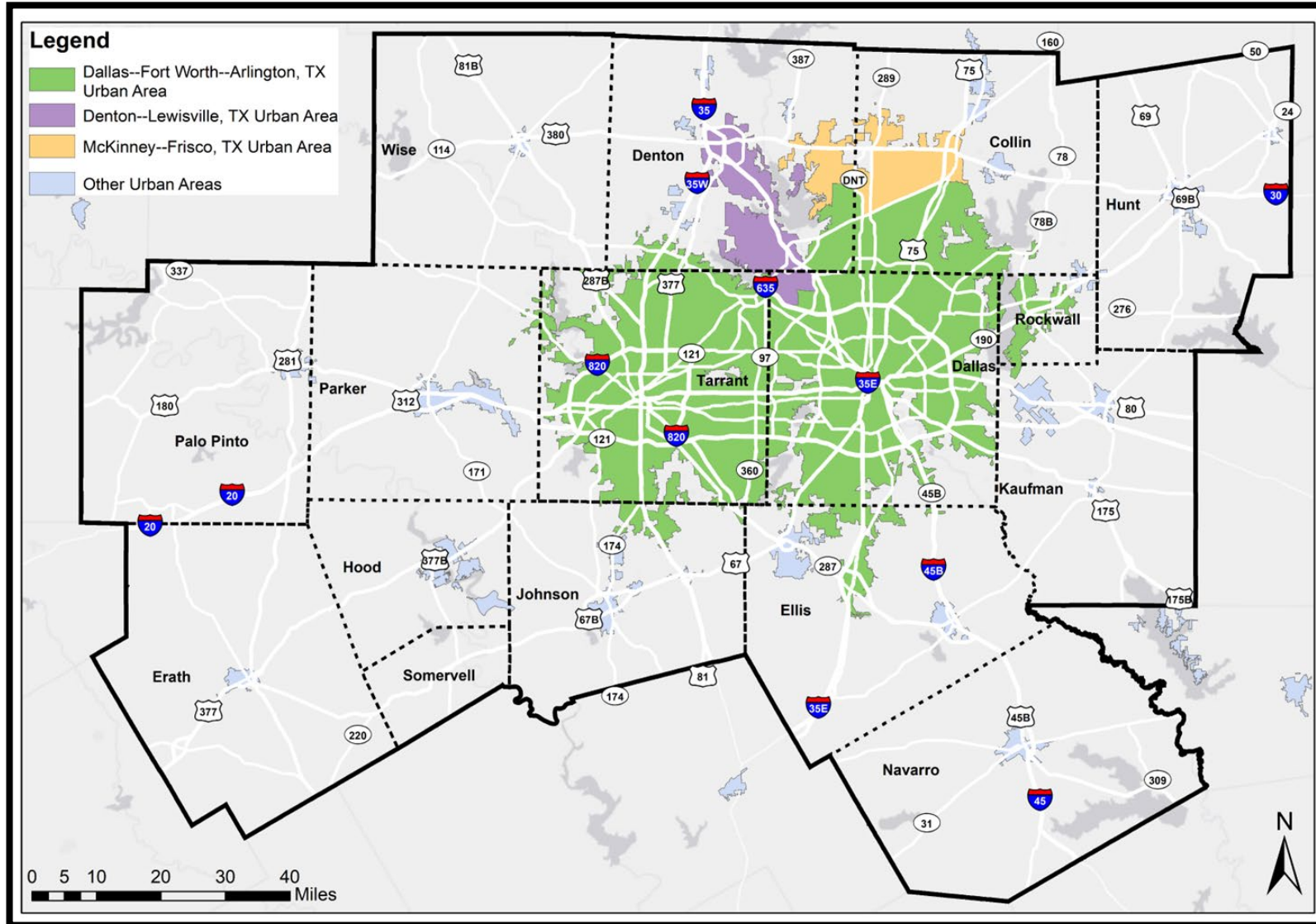
Regional Transportation Council
September 12, 2024

BACKGROUND

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



2020 CENSUS URBANIZED AREAS AND URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

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

AWARDING FEDERAL FORMULA FUNDS IN THE REGION

- Public transportation providers in the region are proposed to receive ~\$190.2 million in Federal Transit Administration (FTA) formula funds through this Fiscal Year 2024 apportionment award cycle
- Additional ~\$17.1 million in funds will be programmed in future cycles



PROPOSED FISCAL YEAR 2024 PROGRAMS OF PROJECTS

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

FY 2024 FTA Funds by <u>Agency Type</u>	\$190.2M
Transit Authorities	\$171.2M
All Others	~\$19M

FY 2024 FTA Funds by <u>Project Type</u>	\$190.2M
Preventive Maintenance	\$150.7M
Vehicle Purchase	\$5.1M
Planning	\$125K
Operations	\$10.6M
Other Capital Items	~\$23.7M

TRANSPORTATION DEVELOPMENT CREDITS

- Transportation Development Credits (TDCs) are a non-cash financing tool (i.e., they do not increase funding for a project) that is used in lieu of the local cash match requirement for federal funds
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- Can only be applied to capital projects (e.g., vehicle or equipment purchase, preventive maintenance, etc.)
- The Regional Transportation Council (RTC) awards TDCs to small transit providers or via the Mobility Plan Bundle process
- 1,929,536 in TDCs are proposed to be awarded through this cycle

ACTION REQUESTED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WITHDRAWN
 At City of Frisco's request; will be brought back in a future item

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

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

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

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

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

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

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

North Central Texas Council of Governments FY2024 Program of Projects

Dallas-Fort Worth-Arlington Urbanized Area

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

*Category 1 (Small Transit Provider) Transportation Development

Credits (TDCs) are not cash and do not count in funding totals

**Funding is utilized to purchase vehicles for NCTCOG subrecipients

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

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

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

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

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

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

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

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

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

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

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

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

Denton County Transportation Authority FY2024 Program of Projects

McKinney-Frisco Urbanized Area

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

WITHDRAWN
 At City of Frisco's request; will be brought back in a future item

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

North Central Texas Council of Governments FY2024 Program of Projects

McKinney-Frisco Urbanized Area

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

*Category 1 (Small Transit Provider) Transportation Development Credits (TDCs) are not cash and do not count in funding totals

Denton County Transportation Authority FY2024 Program of Projects

Denton-Lewisville Urbanized Area

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

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

North Central Texas Council of Governments FY2024 Program of Projects

Denton-Lewisville Urbanized Area

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

*Category 1 (Small Transit Provider) Transportation Development Credits (TDCs) are not cash and do not count in funding totals



North Central Texas Council of Governments

Work Zone Data Exchange (WZDx) 2024 CALL FOR PROJECTS

REGIONAL TRANSPORTATION COUNCIL

9.12.2024

NCTCOG's TXSHARE Cooperative Purchase of WZDx Services

March 2022 Issued Procurement

Three categories of services

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

Five vendors under contract:

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



RTC Action – June 2023

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

WZDx Funding Available

\$2.5 Million Available (FY 2025)

Funding Split:

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

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

Local Match – Transportation Development Credits (TDCs)

Funding Schedule:

Approved in TIP

Funding Agreement and Notice to Proceed Expected in Q1 2025



WZDx Project Eligibility and Requirements

- **Eligible Entities**

- Public Sector Partner Agencies within the NCTCOG 12-County (Cities, Counties, TxDOT, Transit, Etc.)
- Metropolitan Planning Area Actively Involved in Work Zone Management

- **Eligible Activities**

- TXShares Vendors
- City-Wide Implementation or Corridor-Level Projects

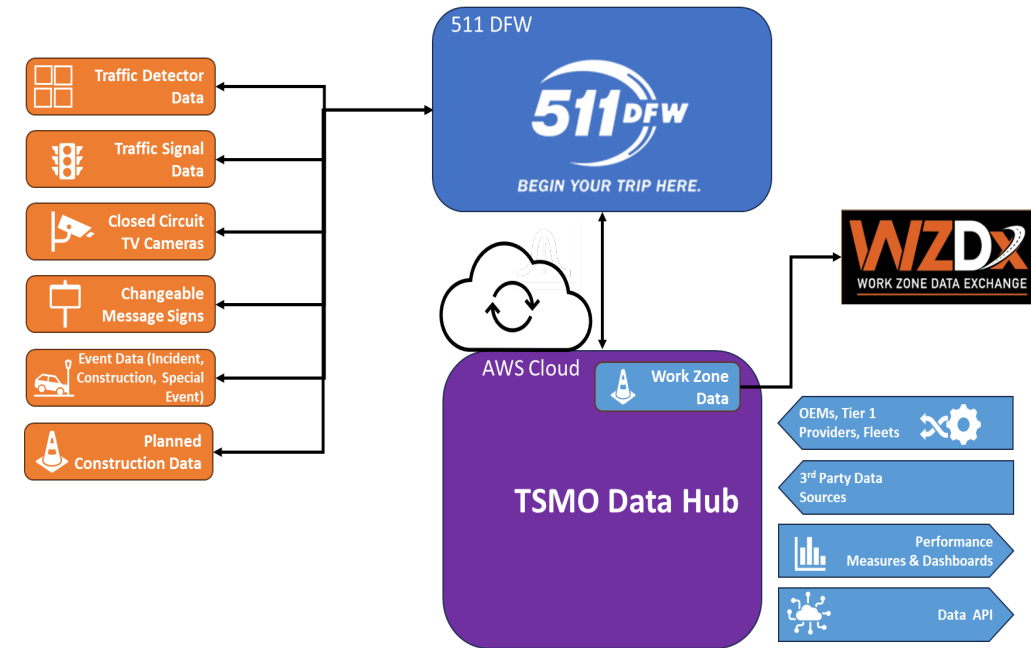
- **Ineligible Activities/Purchases**

- Personnel and Staffing Charges
- Activities Already Completed or In-Progress



Work Zone Data Exchange Regional Requirements

- The agency vendor shall provide a Federal WZDx Specification 4.x compliant feed that the TSMO Data Exchange can consume.
- Must feed data to regional 511DFW/Transportation System Management & Operation Data Exchange.
 - The agency must upgrade their feed in a timely manner if there is a version change
- Attendance at Call for Projects Vendor Workshop (Hybrid): September 17, 2024 @ 10am



Proposed Scoring/Evaluation Criteria

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



Project Schedule

Date	Action
August 23, 2024	STTC (Action) – Request Approval of Call for Projects Criteria
September 12, 2024	RTC (Action) – Request Approval of Call for Projects Criteria
September 16, 2024	Open Call for Projects (60 days)
September 17, 2024	Call for Projects Vendor Workshop @10:00 am (Hybrid)
November 15, 2024	Close Call for Projects
Nov. 18, 2024 – Jan. 3, 2025	Evaluate Submitted Proposals
January 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 2025	RTC (Action) – Approval of Selected Projects
Spring/Summer 2025	NCTCOG Agreements with Implementing Agency
Summer 2025	Cities Implement



Action Requested

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



CONTACT/QUESTIONS



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FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃)

JENNY NARVAEZ AND JAMES MCLANE
REGIONAL TRANSPORTATION COUNCIL

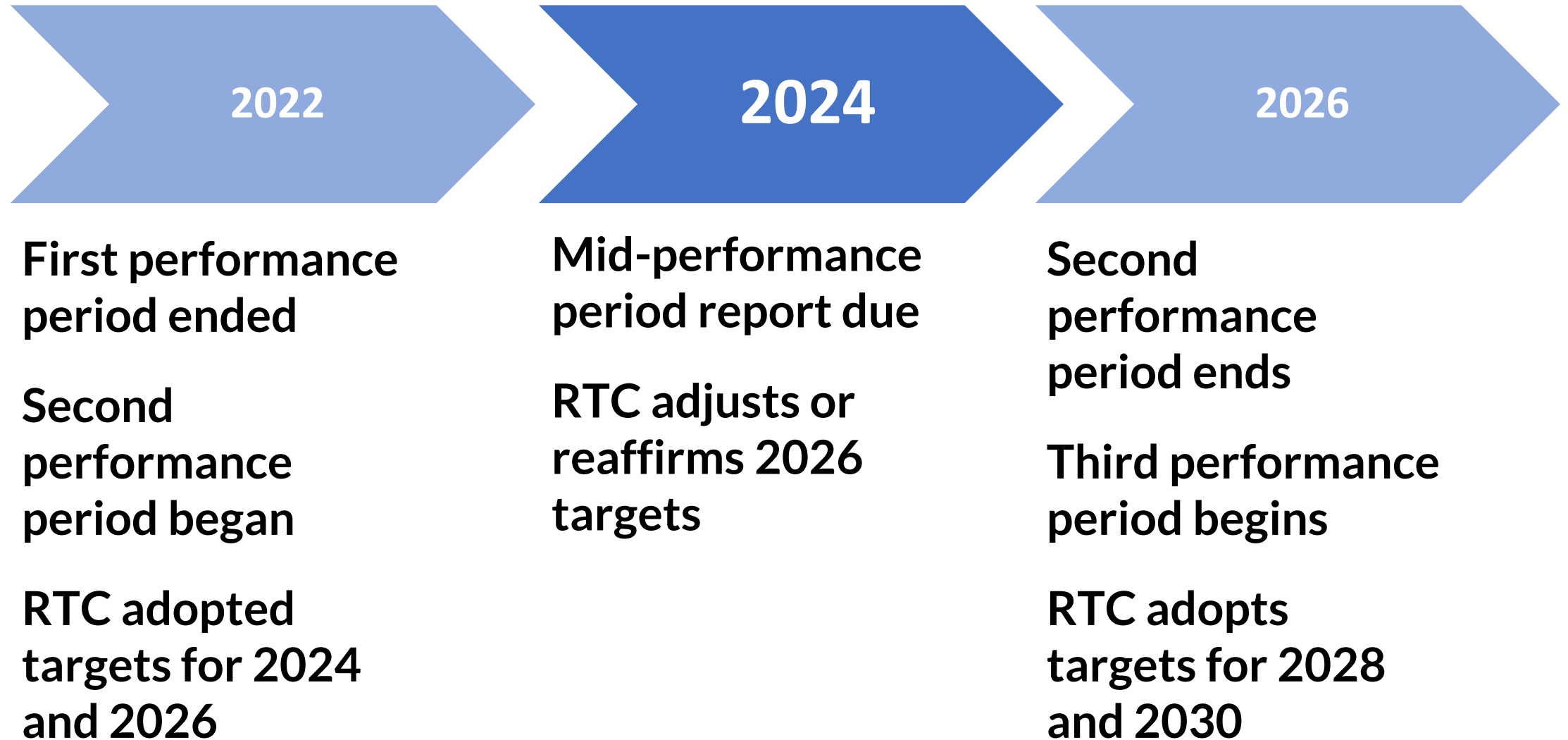
9.12.2024

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Early 2025	Early 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 23, 2024	September 12, 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Early 2025	Early 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



PM3 Schedule



PM3 Schedule

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

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

Non-SOV Travel

Peak Hour Excessive Delay

Cumulative Emissions Reductions

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

Reliability (Interstate/Non-Interstate)

Truck Travel Time Reliability

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



PM₃ Measures and Targets (Part 1)

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

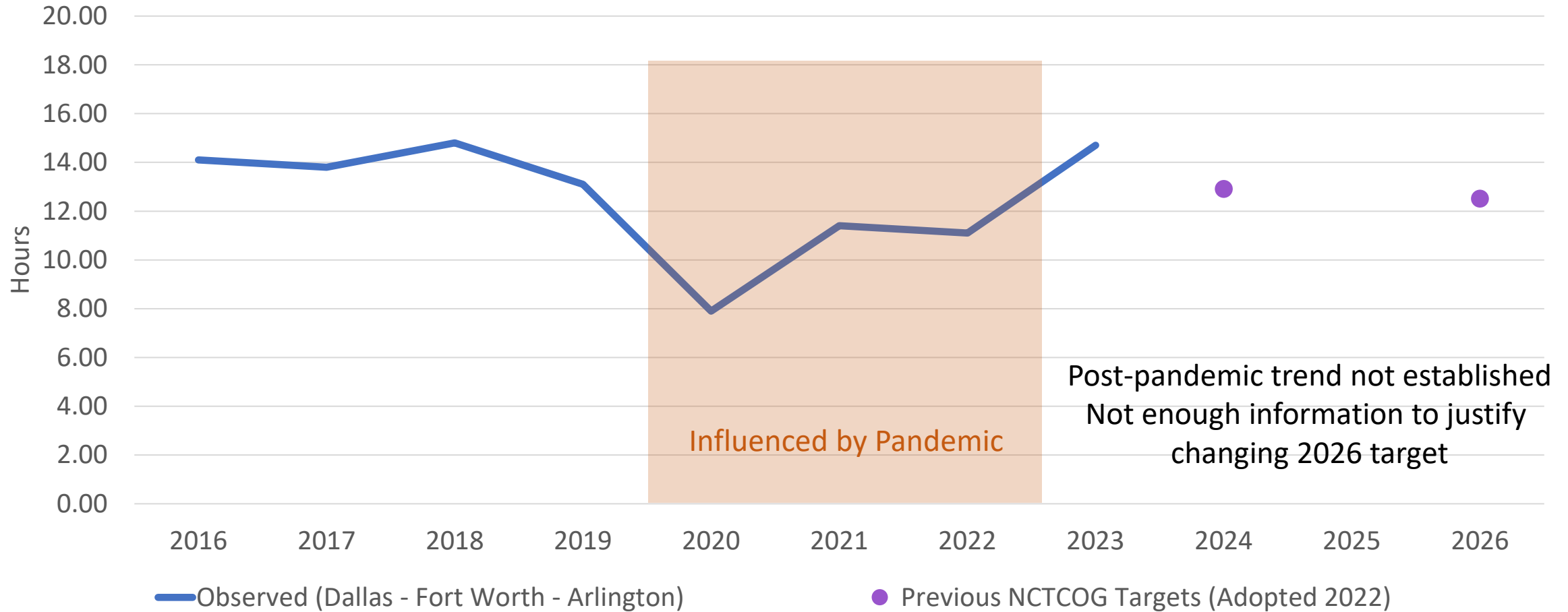
Action to reaffirm 2026 targets sought today



Peak Hour Excessive Delay Trend



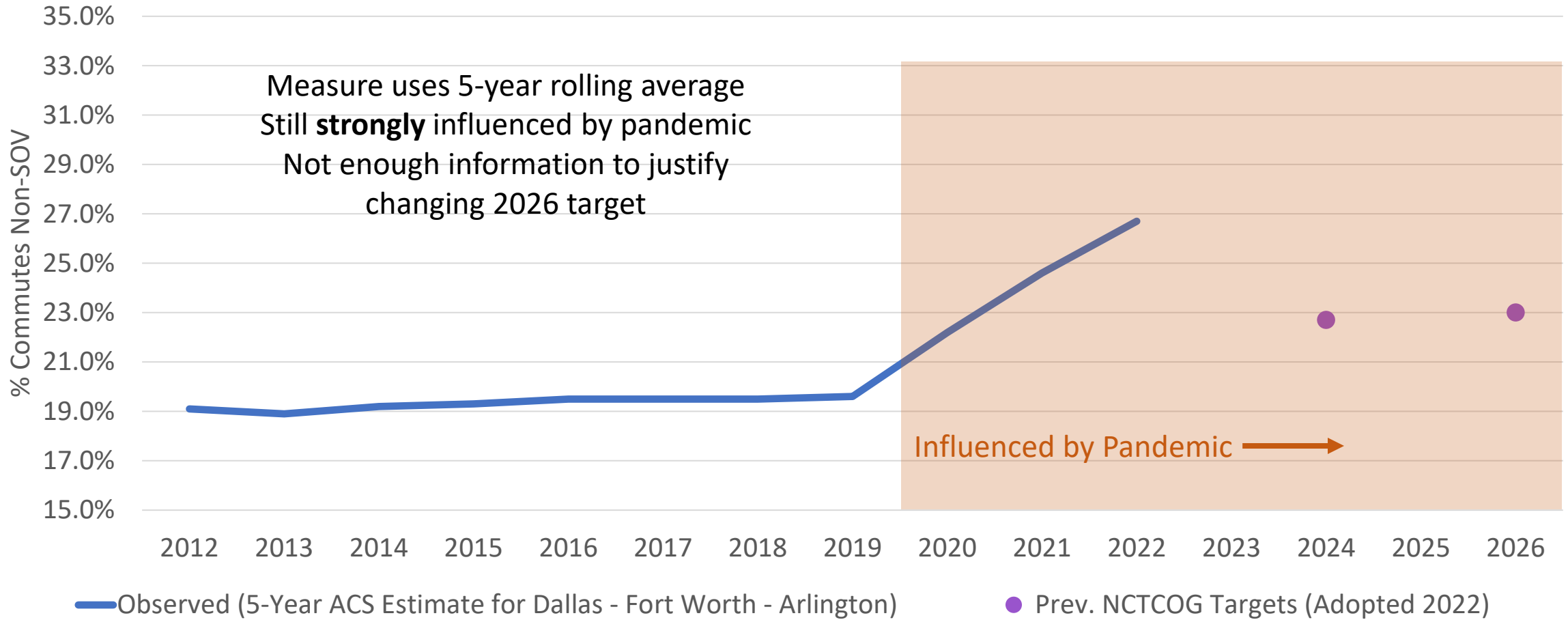
(Lower values indicate improvement)



Non-SOV Trend



(Higher values indicate improvement)



Addressing PM3 Measures

Many measures still strongly impacted by COVID-19 pandemic

5-year averages required by the Non-SOV measure

All PM3 stand to be improved by policy, program, and projects to be recommended by Mobility 2050

PM3 measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Additionally, PM3 measures and similar calculations using the same source data integrated into:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



Proposed Action

Reaffirm existing 2026 targets for the following PM3 measures:

Non-SOV Travel for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

Peak-Hour Excessive Delay for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

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

NO_x

VOC



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2025 REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM | 89TH TEXAS LEGISLATURE**Adequately Fund Transportation**

- Identify and pursue additional revenue for all modes of transportation
- Support innovative funding methods to expand rail and transit options within the region:
 - [Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements \(\\$200 million per year\)](#)
 - [Support dedicated funding for public transportation and rail via TxDOT budget rider](#)
- [Protect existing transportation authority dedicated funding, advance Transit 2.0 recommendations](#)
- Allocate funds to the existing Texas Rail Relocation and Improvement Fund
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions [or allow the use of Public-Private Partnerships](#)
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects

Utilize and Develop Tools

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- [Provide tools to facilitate transit-oriented development \(TOD\) including tax incentives to developers locating in transportation authority member cities and TOD financing approaches such as public-private partnerships](#)
- [Amend the local sales tax cap to exempt the portion used for transit \(up to a half cent\)](#)
- [Within a Texas region, restrict non-transit cities from relocating businesses from transit cities](#)
- [Review with TxDOT and the Legislature options related to the creation of a new State high-speed rail authority](#)

Enhance Safety

- Improve the safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, [and enforce seat belts; advance automated speed enforcement over 90 mph](#)
- [Support a budget rider for Texas MPOs to receive \\$100,000 per year for the next two years to complete a safety action plan within their metropolitan region](#)
- Encourage measures that improve bicycle and pedestrian safety [and focus on areas with pedestrian movements](#)
- [Modernize messaging in construction zones through technology and electronic signage; support automated speed enforcement in construction zones](#)
- [Explore transit and its ability to enhance community safety](#)
- Oppose legislation to increase freight truck weight limits [above current law](#)

Expand Transportation Options

- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors [and support land use, housing, school, and transportation connection policies that best serve growth needs](#)
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support system reliability, congestion relief, and encourage trip reduction strategies for regular workdays and special events

Pursue Innovation and Technology

- [Support high-speed rail development in Texas and its superior history of safety](#)
- Utilize innovation in higher-speed transportation, transit, autonomous vehicles, and freight
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, [infrastructure](#), and the safe operations of unmanned aircraft
- Support broadband expansion as a mode of transportation

Improve Air Quality

- Support legislation that improves air quality, [including enhancing the emissions inspection/maintenance program, especially for heavy duty vehicle trucks, reducing heavy duty truck idling, ending vehicle emissions inspection fraud, and supporting tire disposal programs](#)
- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- Protect the Texas Emissions Reduction Plan (TERP) Trust fund and revenue balance to ensure funds are used for TERP purposes
- Modernize TERP and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

DRAFT

Task 2 Report: Transit Legislative Program

REGIONAL
TRANSIT 2.0



North Central Texas
Council of Governments



Executive Summary

The North Central Texas Council of Governments (NCTCOG) and the three transit authorities within its planning area boundary—Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority (DCTA)—face several challenges in their efforts to deliver and expand transit services, including bus, light rail, commuter rail, microtransit, and other innovative mobility services to the region, as well as regional, intercity, and high-speed passenger rail services.¹ Some of these same issues present barriers for the region and non-transit member jurisdictions to add or improve transit within their communities. Key issues include:

- Limitations on potential funding from State and local sources
- Reliance on local sales taxes as the main source of non-federal funding available to transit authority (TA) member jurisdictions for transit and rail
- A two-percent cap on local sales tax, which disincentivizes non-member jurisdictions from committing their limited sales tax revenue to join a transit authority
- Inter-jurisdictional competition for development between transit authority member and non-member jurisdictions because non-member jurisdictions can use local sales taxes for economic development, while member jurisdictions are constrained.
- Limited coordination of transportation and land use planning between local jurisdictions and transit authorities that can support effective and efficient provision of transit and rail services and facilitate transit-oriented development. This in turn supports regional sustainable development goals to reduce congestion and improve air quality.

Lack of support for transit from regional political leaders, the State Legislature, or the Governor further exacerbates these challenges. Many do not value the role of transit as a critical element of the transportation system to sustain and support strong continued economic growth.

¹ Subsequent sections of this report use the term “transit and rail,” which is inclusive of the description provided here. These definitions follow Federal Transit Administration and Federal Railroad Administration definitions.



This report builds on these key challenges and redirects the response to them. It focuses on the limited range of State funding opportunities not statutorily constrained to potentially expand the range of funding sources for transit and rail, supplement and reduce the reliance on transit authority member jurisdiction local sales tax contributions, and incentivize other local jurisdictions to become transit authority members. The report provides a range of potential policy and legislative approaches, proposes criteria to evaluate these approaches, and assesses the potential timeline for action on these approaches in the short (1-3 years) and intermediate (4-6 years) terms. Based on this analysis, the report sorts and groups legislative concepts into three tiers, where Tier 1 legislative concepts are recommended to NCTCOG as priority for short term advancement. The approaches presented in this report will be considered by NCTCOG as they develop a legislative platform and path forward. The legislative concepts recommended for short term action are shown in the figure below.



TIER 1 SHORT-TERM ACTION: 15 LEGISLATIVE CONCEPTS

STATE STRATEGIC INTERMODAL SYSTEM (SIS): Enact legislation to create a State Strategic Intermodal System (SIS) program modeled after Florida's SIS to advance and provide matching funds for strategic intermodal corridors.

SPECIAL-PURPOSE TRANSPORTATION CORRIDOR ENTITIES TO ADVANCE PASSENGER AND FREIGHT RAIL TRANSPORTATION FUNDING AREAS (RAIL CORRIDOR TFA): Building on the Transportation Funding Area (TFA) concept advanced by the RTC in 2008, enact legislation to enable creation of voter-approved county / multi-county TFAs to promote shared use of rail corridors for passenger and freight services, work with transit authorities and local jurisdictions to develop funding plans, and negotiate cost-sharing arrangements whereby member jurisdictions could levy voter-approved taxes or fees to fund transportation capital projects for transit and rail. Such a concept could have high applicability to advance passenger rail services in corridors currently owned by transit authorities such as DART and used by private freight rail operators. Such entities could also provide opportunities to combine funding sources currently limited to freight rail to advance passenger rail service in shared corridors.

STATE HIGHWAY FUND: Redirect a portion of the State Highway Fund to transit and rail by legislation or modification of Texas Transportation Commission policy.

HOTEL OCCUPANCY TAX SURCHARGE: Increase the Hotel Occupancy Tax on hotels and short-term rentals to fund transportation improvements, including transit and rail that benefit tourists and business travelers.

AMEND 4A/4B: Amend 4A/4B enabling legislation to allow transportation authority member jurisdictions to pass voter-approved measures exceeding the two-percent sales tax cap to fund economic development and/or for non-member jurisdictions to pass voter-approved measures exceeding the two-percent sales tax cap to fund new transit authority membership. For background, in 1989, the Texas Legislature amended the enabling legislation by adding Section 4A, which provided that a Section 4A development corporation could be funded by the imposition of a local sales and use tax dedicated to economic development. In 1991, the legislature authorized another new type of sales tax, a Section 4B sales tax. This legislation authorized a one-half-cent sales tax to be used by certain jurisdictions to promote a wide range of civic and commercial projects.



TIER 1 SHORT-TERM ACTION: 15 LEGISLATIVE CONCEPTS

SALES TAX CAP INCREASE (B): Increase the two-percent tax on local sales tax without restricting it for transit and rail.

TEXAS MOBILITY FUND (TMF): Require expenditure of a portion of the Texas Mobility Fund for public transportation and extend allowable period for payment of debt service by legislation or modification of Texas Transportation Commission policy.

DEVELOPMENT IMPACT FEE SURCHARGE: Authorize a new county-level Development Impact Fee for Transportation (including transit and rail).

DEDICATED TXDOT FUNDING APPROPRIATION: Secure dedicated funding for public transportation and rail via TxDOT budget appropriations of state general revenue by legislation or modification of Texas Transportation Commission policy.

PROPOSITION 7: Direct a portion of Proposition 7 funding derived from rental car sales and use taxes to fund transit and rail.

DART 1%: Support DART in defending its voter-approved one-cent sales tax funding source until an alternative, dedicated, and equivalent or greater than equivalent revenue source can be identified.

DART ENABLING STATUTE: Oppose proposed statutory changes to DART's enabling statute with respect to level of sales tax contribution (Ch 452 TTC, Ch 322 Tax Code - Transit Sales and Use Tax).

AUTHORIZE TOD PUBLIC-PRIVATE PARTNERSHIPS (P3s): Advocate passage of legislation granting statutory authority to enter long-term partnerships that spur TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible.

FAIR SHARE: Propose legislation that requires authorities to work with member jurisdictions to define how to address equitable allocation of service relative to sales tax collected and local and interjurisdictional travel demand, rather than legislatively defining equitable allocation.

PUBLIC-PRIVATE PARTNERSHIPS: Advocate passage of legislation granting statutory authority to enter into public-private partnerships for transit and passenger rail, as well as TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that would make



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1. Introduction

Since 1974, NCTCOG, in conjunction with the Regional Transportation Council (RTC), have served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth Metropolitan Area. The NCTCOG Executive Board serves as the MPO's fiduciary and fiscal agent, while the RTC serves as the MPO's policy body for federal transportation planning, programming, and policy decisions.

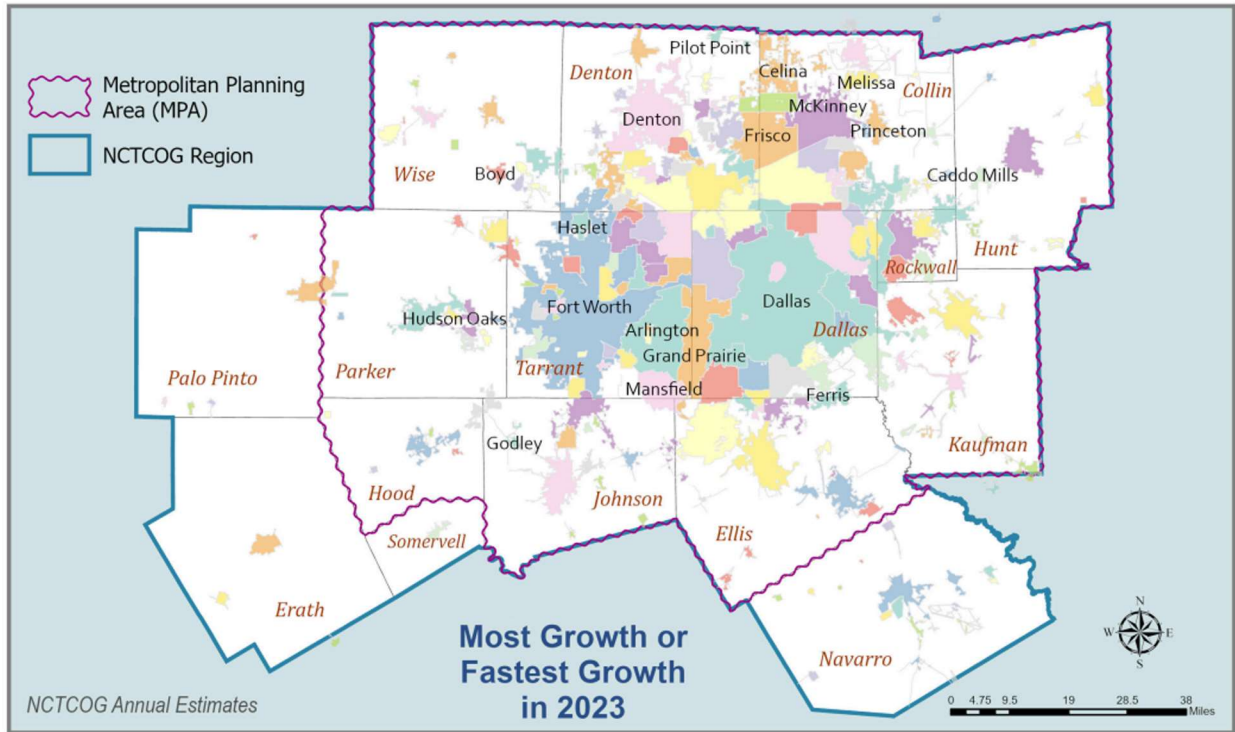
NCTCOG, RTC, and the three transit authorities (TAs) of Trinity Metro, Denton County Transportation Authority (DCTA), and Dallas Area Rapid Transit (DART), are challenged in their efforts to deliver and expand transportation and mobility services and to support development in the rapidly growing and dispersed 16-county NCTCOG region—a region that is projected to exceed 12 million people within 25 years².

Since 2020, the NCTCOG region has grown by 650,000 new residents, with approximately 200,000 new residents in the past year alone. As shown in the figure below, the largest population increases were in Dallas and Fort Worth, followed by Celina, Frisco, and Princeton. While Dallas and Fort Worth are transit authority members, most growth is occurring outside of the service areas covered by the three transit authorities.

² The estimated January 1, 2024, population for the NCTCOG region is 8,481,512. Source: 2024 NCTCOG Population Estimates Publication, Regional Data Center, North Central Texas Council of Governments



Figure 1. Highest Growth Cities in the Region



Source: 2024 NCTCOG Population Estimates Publication, Regional Data Center, North Central Texas Council of Governments

This report focuses on TAs which are eligible under State statute for potential member jurisdictions to seek voter approval for a local option general sales tax dedicated to funding transit (Texas Transportation Code § 451, 452, 453, 460). Local taxing jurisdictions (cities, counties, special purpose districts, and transit authorities) may impose local sales and use taxes up to two percent, including the local sales and use tax for transit. Local sales taxes are in addition to the Texas sales and use tax rate of 6.25 percent, for a total maximum combined rate of 8.25 percent.

2. Key Challenges to Increasing Transit and Rail in the NCTCOG Region

NCTCOG and the three TAs within its planning area boundary face several challenges in their efforts to deliver and expand transit services, including bus, light rail, commuter rail, microtransit, and other innovative mobility services to the region, as well as regional, intercity, and high-speed passenger rail services.³ Some of these same issues present

³ Subsequent sections of this report use the term “transit and rail,” which is inclusive of the description provided here. These definitions follow Federal Transit Administration and Federal Railroad Administration definitions.



barriers for the region and non-transit member jurisdictions to add or improve transit within their communities. Key issues include:

- Limitations on potential funding from State and local sources
- Reliance on local sales taxes as the main source of non-federal funding available to transit authority (TA) member jurisdictions for transit and rail
- A two-percent cap on local sales tax, which disincentivizes non-member jurisdictions from committing their limited sales tax revenue to join a transit authority
- Inter-jurisdictional competition for development between transit authority member and non-member jurisdictions because non-member jurisdictions can use local sales taxes for economic development, while member jurisdictions are constrained.
- Limited coordination of transportation and land use planning between local jurisdictions and transit authorities that can support effective and efficient provision of transit and rail services and facilitate transit-oriented development. This in turn supports regional sustainable development goals to reduce congestion and improve air quality.

Further exacerbating these challenges is the lack of support for transit by regional political leaders, within the State Legislature, or from the Governor. Transit is only provided in a portion of the DFW region, and as a result, policymakers and the public may underestimate or be unaware of the benefits transit can provide.

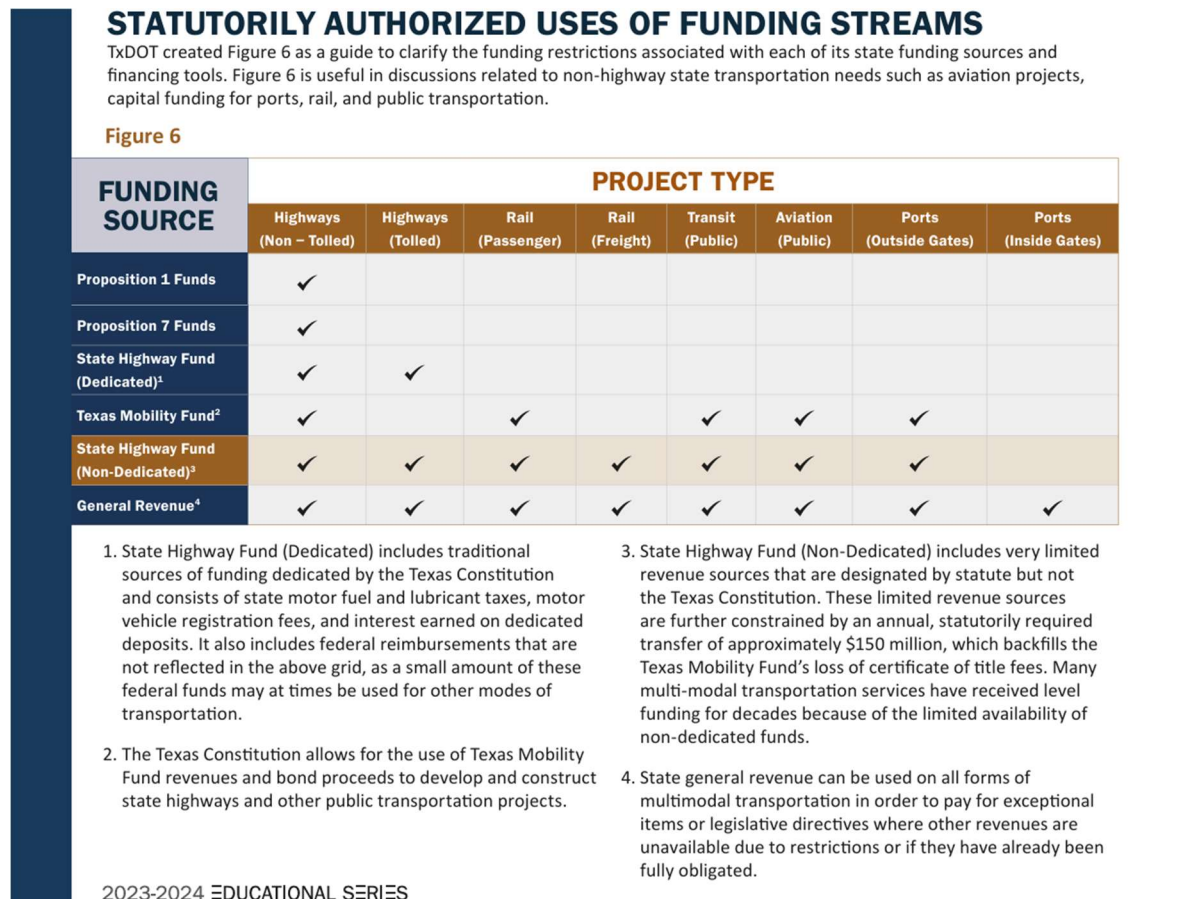
Limitations on Potential Sources of State Transit Funding

Given the extraordinary population and employment growth expected in this region, billions of dollars are likely needed to fund new and previously identified projects in public transit, passenger rail, and roadway infrastructure improvements, including costs for expansion, operations, maintenance, and state-of-good-repair. While multi-modal infrastructure is needed to provide mobility to the region, most state transportation funding is restricted and statutorily protected for roadways. If this is going to change, a strong consensus needs to be established on the outcomes that leaders in the region—and the State—wish to see from greater transit investment.



As shown in Figure 2, few of these State sources are authorized for transit, passenger rail, or other non-highway uses. The few that are authorized for non-highway uses have comparatively minimal or no funding. Of the limited funding available for transit, none is authorized for allocation to the major metropolitan transit authorities, and what is available has been used for capital projects for smaller agencies. These restrictions require consideration of legislative approaches that can increase the level and range of potential funding sources for transit and rail, which are the focus of our legislative recommendations.

Figure 2. Statutorily Authorized Uses of Funding Streams in Texas



Source: Texas Department of Transportation 2023-2024 Educational Series: Funding

Reliance on Local Sales Tax to Fund Transit

Most non-federal funding for transit in the NCTCOG region is derived from local sales tax measures authorized by voters in member jurisdictions of the three transit authorities. These range from the one-percent sales tax approved for DART to the one-half percent sales taxes approved for Trinity Metro and DCTA. Sales and use tax



collections in the transit authority member jurisdictions flow directly to the State Comptroller to the agency. The three transit authorities receive none of the State's very limited transit funding, which totaled \$41 million for the Rural Public Transit Program to fund Rural and Urban Transit Districts across the State in 2023.

While sales tax revenues have increased with inflation and population growth, these increases have been insufficient to fully fund the growth in costs for existing and new capital projects, service expansion, operations and maintenance, and system preservation. Sales tax revenue is likewise dependent on the economy and the sale of goods and services, which is concerning for transit authorities that must continue to deliver service during times of market fluctuations or downturns. Further, the transit authorities are challenged in their ability to provide transit service to outlying jurisdictions due to land use patterns, funding availability, demand requirements, and interjurisdictional constraints. As a result, some of DART's member jurisdictions have expressed varying degrees of dissatisfaction with the perceived level of transit services received relative to the perceived portion of the local sales tax authorized to DART. Expressions of dissatisfaction range from member jurisdictions passing city council resolutions proposing to reduce their voter-approved one-percent sales tax to having members of the Texas Legislature sponsor bills to require the transit authority to provide audited reports on revenue collected and costs expended by jurisdiction. Ultimately any changes in committed levels of sales tax funding would require approval by the DART Board of Directors, assuming there are no changes to DART's enabling legislation at the state level.

The net result of DART member jurisdictions reducing their local sales tax commitments would further impact DART's ability to provide transit services to its members and the region. This effect would be exacerbated by DART's inability to fully leverage its local dollars to match federal funding. With DART's sales tax revenues committed to repayment of outstanding debt, reducing sales tax levels could trigger a default.

Two Percent Cap on Local Sales Tax

The total level of local sales tax authorized by the Legislature is capped at two percent. For transit authority member jurisdictions, their one- or one-half percent sales tax for transit subsumes up to half of their authorized maximum, making it more challenging for them to fund other city needs and/or to attract and retain major developments. At the same time, jurisdictions that are not members of a transit authority can use their sales tax to provide tax incentives that may attract developers away from transit agency member jurisdictions. As these communities grow, if they have allocated their sales tax to other uses, they are capped and do not have the ability to use sales tax for transit. To do so



would require them to give up initiatives or programs that are already funded using sales tax revenue.

The net effect of the two percent cap, coupled with competition among jurisdictions for economic development assisted by sales tax, is to reduce the incentive for new jurisdictions to join a transit authority.

Added Pressure on Sales and Use Taxes

The passage of Senate Bill 2 (SB2), also known as the Texas Property Tax Reform and Transparency Act of 2019, reduced the rate at which cities and counties can raise property tax rates without voter approval from 8 to 3.5 percent. Under previous Texas law, if local leaders proposed a tax increase of greater than 8 percent, voters could petition for a “rollback election” that would “roll back” the proposed tax increase to the 8 percent ceiling. SB 2 lowered this threshold to 3.5 percent and created automatic elections for jurisdictions proposing to increase property taxes more than 3.5 percent, rather than doing so by petition. In effect, this reduces the political viability of property tax increases above 3.5 percent.

Apart from Austin, property taxes in Texas do not typically fund transit and rail but are used to fund municipal services such as parks, libraries, fire, police, and other local services. SB2 increased the barrier for voters to raise funds for these non-transit needs, putting more pressure on the limited funding available to jurisdictions, including sales and use taxes. This further limits funds that are or could be committed to transit authorities.

Land Use and Transit Coordination

Transit and land use are integrally related. Higher levels of density, more compact development patterns, improved pedestrian connections, and transit-oriented development are critical for transit to function efficiently and effectively. At the same time, transit reduces vehicle miles traveled and emissions and improves air quality. Transit authorities and their member jurisdictions need to better coordinate and leverage land use and financial tools to encourage density and transit-oriented development, improve universal accessibility for pedestrians, and maximize potential benefits that transit can facilitate.

Focus of This Task Report

Individually and in combination, the challenges described above limit the ability of NCTCOG to fund projects and the transit authorities to deliver and expand transit, passenger rail, and innovative mobility services to the region and reduce the incentive for local jurisdictions to become transit authority members. This report builds on this



summary of key challenges and redirects the regional response toward expanding the range of funding sources for transit and passenger rail, supplementing and reducing the reliance on transit authority member agencies' local sales tax contributions, and incentivizing other local jurisdictions to become transit authority members. The report provides a range of potential policy and legislative approaches, proposes evaluation criteria for these approaches, and assesses the potential timeline for implementation.

3. Legislative Context

This section describes the State legislative context and timeline for introducing State legislation, the transit authorities serving the region, and the past and current legislative priorities of NCTCOG and the authorities.

Enabling Legislation for Transit Agencies

Texas has three categories of transit systems:

- Transit authorities and municipal transit departments
- Urban transit districts
- Rural transit districts

As previously discussed, TAs are eligible under State statute to seek voter approval for a local option general sales tax dedicated to funding transit (Texas Transportation Code § 451, 452, 453, 460). Local taxing jurisdictions (cities, counties, special purpose districts, and transit authorities) may impose local sales and use taxes up to two percent, in addition to the Texas sales and use tax rate of 6.25 percent, for a total maximum combined rate of 8.25 percent.

Notably, TAs are not eligible to receive State public transportation funds, which are reserved for urban and rural transit districts.

Voters in three counties in the NCTCOG region—Fort Worth, Dallas, and Denton County—have approved a local option sales tax for transit authorities.

Alternative Local Funding Mechanisms for Transit

Member jurisdictions in Texas typically fund transit through voter-approved local option general sales tax dedicated to transit, however other voter-approved funding mechanisms can be leveraged:

- The Development Corporation Act of 1979 (Texas Revised Civil Statutes Article 5190.6) allows municipalities to create nonprofit development corporations that promote new and expanded industry and manufacturing activity within the jurisdiction and its vicinity. These corporations can leverage “Section 4A” or



“Section 4B” economic development sales taxes, which account for a portion of the local two percent sales and use tax limit. Section 4A sales taxes target manufacturing and industrial development, while Section 4B sales taxes primarily target infrastructure and quality of life improvements that promote economic development, including transportation facilities. If accepted by the local TA, jurisdictions can use Section 4B tax revenue to fund the provision of transit service.

- Tax increment financing, whereby sales and property taxes generated by new development surrounding stations is leveraged to fund transit, can be used to fund the provision of transit service if accepted by a local TA.

Transit authorities may also receive funding through NCTCOG and RTC (as the MPO for the Dallas-Fort Worth Metropolitan Area), who administer numerous federal funding programs for transportation. In the NCTCOG region, including transportation development credits (TDCs) that can be used to leverage federal funding without the contribution of non-federal cash match. These TDCs are non-cash credits that are earned by the MPO to account for toll road and tolled managed lanes that benefit the federal system.

State Legislative Context

The Texas Legislature

The Texas Legislature meets in Austin every two years beginning on the second Tuesday in January of each odd-numbered year. Sessions are limited to 140 calendar days. The 89th Session will convene on January 14, 2025.

Preparing a Legislative Platform

Before each session, NCTCOG and the Regional Transportation Council (RTC) develop a legislative program that outlines the RTC’s position on legislative matters and serves as the foundation for the RTC to support or oppose various State legislation. The platform seeks to secure critical resources for, among other things, transit in North Central Texas and outlines policy Statements that allow NCTCOG staff to work with the RTC to more effectively respond to legislation at the State level. The RTC seeks action on the platform in October of the year preceding the session. A timeline of the 2025 RTC legislative program timeline is shown in Figure 3.



Figure 3. RTC Legislative Program Timeline, 2024-2025



The Three Transit Authorities

As stated previously, the NCTCOG region has three transit authorities approved by successful referendums and funded with local sales taxes: Trinity Metro, DART, and DCTA. The three agencies differ in their enabling legislation and approaches to funding transit and expansion of services.

Trinity Metro

Trinity Metro is the regional transit authority for the greater Fort Worth region (Texas Transportation Code § 452). Also known as the Fort Worth Transportation Authority, Trinity Metro was created by voters in Fort Worth via a successful referendum on November 8, 1983, which committed a half-percent local sales tax from the City of Fort Worth.

Trinity Metro also allows municipalities to gain specific services through interlocal agreements at rates below the full half-percent membership. Two cities, Grapevine and North Richland Hills, maintain these agreements with Trinity Metro to pay for service on the TEXRail commuter rail line. Neither municipality receives other Trinity Metro services (fixed-route bus service, on-demand transit, or paratransit).



Grapevine funds its service via a half-cent economic development sales tax, of which 3/8ths of a cent is earmarked for Trinity Metro. The tax accounts for a portion of the local two-cent sales tax limit and is structured under Section 4B of the Development Corporation Act of 1979 (Texas Revised Civil Statutes Article 5190.6).

North Richland Hills funds its service via sales and property taxes generated by new development surrounding their two TEXRail stations.

For other services like on-demand, Trinity Metro enters into Interlocal Agreements that outline terms of service that are funded through each City's general fund and local grant opportunities provided through NCTCOG.

Dallas Area Rapid Transit

DART is the regional transit authority for the greater Dallas region (Texas Transportation Code § 452). DART was created by voters in 15 cities via a successful referendum on August 13, 1983, which committed a one-percent local sales tax from each city. In 1988, two of the original cities (Flower Mound and Coppell) voted to leave the system. DART member jurisdictions are authorized to hold withdrawal elections every six years under Chapter 452. While other cities have held elections since 1988, none since Flower Mound and Coppell have been successful.

Today, DART's service area consists of 13 member jurisdictions: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. Of these, six member jurisdictions have passed City Council resolutions to reduce their one-cent local sales tax contributions to three-quarters of a cent. These jurisdictions are Plano, Irving, Rowlett, Carrollton, Farmers Branch, and Highland Park. These actions are symbolic because changes in funding must be approved by the DART Board of Directors.

Beyond the 13 member jurisdictions, any municipality that adjoins a DART member city is eligible to join upon affirmative approval of a referendum called and conducted by that city authorizing the collection of a one-percent local sales tax for transit services (TRANSP § 452, Subchapter O, DART Policy No. IV.13).

Municipalities outside of the DART service area may seek a service agreement with DART for transit service. These agreements must be approved by the DART Board of Directors for no more than 36 months, after which the municipality must provide a plan to become a full member city (DART Policy No. III.07). DART established a Local Government Corporation (LGC) in March 2012 under Subchapter D of Chapter 431, Texas Transportation Code, to aid and act on behalf of DART in performance of its



governmental purpose of providing a public transportation system by bus primarily outside the DART Service Area.

Denton County Transportation Authority

In 2001, Texas House Bill 3323 created Chapter 460 of the Texas Transportation Code, which authorized the creation of Coordinated County Transportation Authorities (CCTAs) by county commissions, subject to a vote by the county population. DCTA is the first and only CCTA in the State (TRANSP § 460). DCTA was created by voters in Denton County via a successful referendum on November 5, 2002.

After the creation of DCTA, the jurisdictions of Denton, Highland Village, and Lewisville voted to join DCTA on September 13, 2003. The referendums committed a half-percent local sales tax from each city to finance the system.

DCTA provides service via other partnership agreements. Collin County Transit, a partnership between the City of McKinney, the McKinney Urban Transit District, and DCTA, provides service to the jurisdictions of McKinney, Princeton, Melissa, and Celina via a taxi voucher program. DCTA also maintains a contract with the City of Frisco to operate Frisco Demand Response, a curb-to-curb service for residents who are elderly, disabled, or traveling to medical care.

4. Review of RTC Legislative Recommendations 2017 – 2023

Figure 4 provides an overview of the RTC's adopted legislative programs from 2017 to 2023 for the 85th, 86th, 87th, and 88th Sessions of the Texas Legislature. As shown in the figure, key historical priorities have been to:

- Adequately Fund Transportation and Utilize Tools
- Expand Transportation Options
- Enhance Safety
- Improve Air Quality
- Pursue Innovation and Technology

The legislative approaches proposed for consideration by the RTC for the 89th Session are consistent with these priorities, with a greater focus on funding. Star symbols have been placed next to historical legislative approaches related to concepts included in this report. Absence of a star does not mean that that an historical legislative approach does not merit consideration by the RTC for the 89th Session, only that it does not overlap with an initiative evaluated herein.

It is important to note that RTC supported key legislative efforts over the preceding decade, including the Transportation Local Option Transportation Act (TLOTA), C.S.S.B



855 by Senator John Carona. TLOTA would have given jurisdictions a menu of transportation funding options that jurisdictions could bring to the voters for approval, including gasoline and diesel taxes, vehicle registration fees, parking management fees, vehicle emissions fees, driver license renewal fees, and new resident impact fees. TLOTA did not pass but advanced several important funding concepts that are revisited in this analysis.



Figure 4. Summary of NCTCOG/RTC Legislative Programs, 2017-2023

		2023 Legislative Program	2021 Legislative Program	2019 Legislative Program	2017 Legislative Program	Concept Included in this report
ADEQUATELY FUND TRANSPORTATION AND UTILIZE TOOLS			✓	✓	✓	★
ADDITIONAL TRANSPORTATION REVENUE	Identify additional revenue for all modes of transportation, including fees on alternative fuel vehicles		✓	✓	✓	★
INNOVATIVE FUNDING	Support innovative funding methods to expand rail and transit options within the region					★
TEXAS RAIL RELOCATION AND IMPROVEMENT FUND	Allocate funds to the existing Texas Rail Relocation and Improvement Fund					
AIR QUALITY USER FEES	Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects					
FAIR-SHARE ALLOCATION	Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions		✓			
PROPOSITIONS 1 AND 7	Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7		✓	✓	✓	★
EXPAND TRANSPORTATION OPTIONS IN MEGA-METROPOLITAN REGIONS			✓			★
P3s AND MANAGED LANES	Support use of Public-Private Partnerships; allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process		✓	✓	✓	★
COMPREHENSIVE DEVELOPMENT AGREEMENT	Authorize the use of a Comprehensive Development Agreement for specific needed projects		✓			
EMINENT DOMAIN FOR TRANSPORTATION CORRIDORS	Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails		✓	✓		
BALANCED LIABILITY INSURANCE	Support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system		✓			
LOCAL AND REGIONAL LAND USE CONTROL	Provide counties and cities with expanded tools for land use control to preserve future transportation corridors		✓	✓	✓	★
PROVIDE TOOLS TO FACILITATE TRANSIT ORIENTED DEVELOPMENT						★
IMPROVE TRANSPORTATION SAFETY FOR ALL	Improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, reducing the number of fraudulent temporary tags, and improving bicycle and pedestrian safety		✓	✓	✓	
HANDS FREE CELL TECHNOLOGY	Reduce distracted driving through measures such as the use of hands-free cell phone technology					
FREIGHT WEIGHT LIMITS	Oppose legislation to increase freight truck weight limits above 80,000 pounds					
ROADSIDE ASSISTANCE	Support legislation allowing sponsorships to support roadside assistance programs					
DEFERRED ADJUDICATION	Eliminate deferred adjudication for safety related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication)					
CRASH REPORTS BY NON-SWORN POLICE	Allow non-sworn police officers to complete crash reports and clear minor, non-injury traffic crashes					



		2023 Legislative Program	2021 Legislative Program	2019 Legislative Program	2017 Legislative Program	Concept Included in this report
IMPROVE AIR QUALITY			✓	✓	✓	★
LOCAL INITIATIVE PROJECTS	Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements		✓	✓	✓	
EMISSIONS ENFORCEMENT	Strengthen emissions enforcement through temporary tag enforcement					
PROTECT TERP	Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure		✓	✓	✓	★
RELIABILITY, CONGESTION, AND TRIP REDUCTION	Support system reliability, congestion relief, and encourage trip reduction strategies		✓	✓		
AIR QUALITY	Support legislation that improves air quality		✓			★
PURSUE INNOVATION AND TECHNOLOGY			✓	✓	✓	★
VEHICLE INNOVATION	Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight		✓	✓		
COLLABORATION FOR LAND USE	Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft		✓	✓		★
SHARED MOBILITY	Plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection		✓	✓	✓	
IMPROVE CYBERSECURITY	Establish and support programs to improve cybersecurity					
BROADBAND EXPANSION	Support broadband expansion as a mode of transportation					



5. Comparative Review of Transit Authority Legislative Programs

Figure 5 provides a comparative review of the legislative programs of the three transit authorities and the RTC's adopted legislative programs discussed in the prior section.



Figure 5. Comparative Review of Transportation Authority Legislative Program

	RTC LEGISLATIVE PROGRAM FOR THE 88TH TEXAS LEGISLATURE	DART'S LEGISLATIVE PRIORITIES FOR THE 88th SESSION OF THE TEXAS LEGISLATURE	TRINITY METRO'S 88TH TEXAS LEGISLATIVE AGENDA	DENTON COUNTY TRANSPORTATION AUTHORITY 2023 LEGISLATIVE AGENDA	DALLAS REGIONAL MOBILITY COALITION (DRMC) 2023 STATE LEGISLATIVE AGENDA
ADEQUATELY FUND TRANSPORTATION AND UTILIZE TOOLS	Identify additional revenue for all modes, including fees on alternative fuel vehicles	Monitor motor vehicle registration fees, electric vehicles	Maintain MTA exemption from fees for alternatively fueled vehicles		Support passage and implementation of an Electric Vehicle fee to ensure electric vehicles pay their fair share of transportation costs
	Support innovative funding methods to expand rail and transit options within the region	Monitor legislation relating to construction and project delivery		Support innovative funding methods at state level to expand rail and transit options within Denton County	
	Allocate funds to the existing Texas Rail Relocation and Improvement Fund				
	Return approximately \$80M in air quality user fees to counties for Local Initiatives Projects		Support return of approx \$100M in air quality funding to counties to support Local Initiatives Projects		
	Ensure fair share allocation of funds to metro regions for capacity funding		Ensure fair share allocation to metro regions for capacity funding	Collaborate with TxDOT to expand their multi-modal approach to the transportation needs of Texas to include metropolitan public transportation in their footprint	Collaborate with TxDOT to expand their multi-modal approach to the transportation needs of Texas to include metropolitan public transportation in their footprint
	Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 (2014) and Proposition 7 (2015) initiatives		Support continued state investment on projects that enhance existing and new infrastructure to meet the current and future needs of the state		Support efforts to eliminate the sunset date for Propositions 1 and 7 to ensure continued investment in transportation infrastructure
		Protect and defend DART's voter-approved one-cent sales tax funding source; approximately 75% of agency revenues	Oppose reduction or elimination of Transit Authority revenue streams from local option sales taxes		
			Oppose legislation that unnecessarily limits local decision-making authority to govern properly and fully fund services necessary to plan and provide for growth challenges.	Preserve current authority and agency resources to meet the transit needs of Denton County and oppose any legislation that would restrict current authority or agency resources	



	RTC LEGISLATIVE PROGRAM FOR THE 88TH TEXAS LEGISLATURE	DART'S LEGISLATIVE PRIORITIES FOR THE 88th SESSION OF THE TEXAS LEGISLATURE	TRINITY METRO'S 88TH TEXAS LEGISLATIVE AGENDA	DENTON COUNTY TRANSPORTATION AUTHORITY 2023 LEGISLATIVE AGENDA	DALLAS REGIONAL MOBILITY COALITION (DRMC) 2023 STATE LEGISLATIVE AGENDA
EXPAND TRANSPORTATION OPTIONS IN MEGA-METROPOLITAN REGIONS	Support use of Public-Private Partnerships; allow for the ability to create data corridors (ie-digital twins) and tolled managed lanes for roadway and transit projects through an MPO / local decision-making process		Support the use of public-private partnerships to meet increased demands while stimulating the economy and creating jobs through planning, design, and construction of multi-modal transportation systems of choice and transit-oriented development projects.		
	Authorize the use of a Comprehensive Development Agreement for specific needed projects				
	Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails		Support maintaining existing law related to eminent domain authority to allow planning and development of new and/or existing infrastructure projects that are fundamental to public transit		
	Support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system				
	Provide counties and cities with expanded tools for land use control to preserve future transportation corridors		Advocate passage of legislation granting Trinity Metro statutory authority to enter into long term partnerships to spur transit-oriented development adjacent to Trinity Metro bus stops and train stations		Provide counties and cities with expanded tools for land use control to preserve future transportation corridors
			Support a new Texas Local Option Transportation Act to expand transit within the north Texas region.		
ENHANCE SAFETY	Improve statewide transportation safety in areas of texting and driving, impaired driving, lowered speed limits, aggressive driving, fraudulent temp tags, bike and pedestrian safety				Support TxDOT and NCTCOG's efforts to improve the safety of the statewide transportation system and reduce overall traffic fatalities
	Reduce distractive driving through hands free cell				
	Oppose increase in freight truck weight limits above 80,000 lbs				
	Support sponsorships for roadside assistance programs				
	Eliminate deferred adjudication for safety traffic violations				
Allow non-sworn police to complete crash reports and clear minor crashes		Monitor legislation related to social justice and police reforms			



	RTC LEGISLATIVE PROGRAM FOR THE 88TH TEXAS LEGISLATURE	DART'S LEGISLATIVE PRIORITIES FOR THE 88th SESSION OF THE TEXAS LEGISLATURE	TRINITY METRO'S 88TH TEXAS LEGISLATIVE AGENDA	DENTON COUNTY TRANSPORTATION AUTHORITY 2023 LEGISLATIVE AGENDA	DALLAS REGIONAL MOBILITY COALITION (DRMC) 2023 STATE LEGISLATIVE AGENDA
IMPROVE AIR QUALITY	Modernize and increase flexibility in the Local Initiatives Projects through limited program focused on transportation and AQ improvements				
	Strengthen emissions enforcement through temporary tag enforcement				
	Protect the TERP Trust Fund and revenue balance to ensure funds are used for TERP purposes; Modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure				
	Support system reliability, congestion relief, encourage trip reduction strategies				
	Support legislation that improves air quality				
PURSUE INNOVATION AND TECHNOLOGY	Utilize innovation in high-speed transportation, transit, AVs, and freight				
	Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft				
	Plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection				
	Establish and support programs to improve cybersecurity				
	Support broadband expansion as a mode of transportation				
COMMERCIAL DRIVERS LICENSES AND COMMON CARRIERS		Monitor legislation relating to commercial driver's licensing	Support policies that remove unnecessary delays in the processing of Commercial Driver's License by the Department of Public Safety		
		Monitor legislating relating to common carriers			



	RTC LEGISLATIVE PROGRAM FOR THE 88TH TEXAS LEGISLATURE	DART'S LEGISLATIVE PRIORITIES FOR THE 88th SESSION OF THE TEXAS LEGISLATURE	TRINITY METRO'S 88TH TEXAS LEGISLATIVE AGENDA	DENTON COUNTY TRANSPORTATION AUTHORITY 2023 LEGISLATIVE AGENDA	DALLAS REGIONAL MOBILITY COALITION (DRMC) 2023 STATE LEGISLATIVE AGENDA
AGENCY AUTONOMY		Closely monitor and oppose/mitigate legislation than could detrimentally impact DART's mission, goals and business operations	Oppose any attempt to prohibit local units of government from the ability to engage government relations professionals or join associations to efficiently advocate on behalf of their community and communicate with members of the legislative branch and executive branch, including state agencies.	Oppose any restriction to the agency having representation before the Legislature.	
		Closely monitor proposed statutory changes to DART's enabling statute, Chapter 452, Texas Transportation Code, and Chapter 322, Tax Code - Transit Sales and Use Tax			
		Monitor legislation relating to "walking quorums"			
Source	Regional Transportation Council Legislative Program for the 88th Texas Legislature	DART Legislative Priorities for the 88th Session of the Texas Legislature	Planning, Operations & Marketing Committee Meeting - October 17, 2022 - Action Item 5. State Legislative Agenda Approval	DCTA 2023 Legislative Agenda	Dallas Regional Mobility Coalition 2023 State Legislative Agenda



6. Legislative and Policy Concepts for Consideration by NCTCOG

Building upon the RTC's past legislative initiatives and the comparative review of the transit authorities' legislative programs, this section outlines legislative and policy concepts for consideration by the RTC as it formulates its legislative recommendations for the next legislative session.

State Legislative Proposals

The Transit 2.0 team has proposed 22 legislative concepts for NCTCOG's consideration to expand the range of funding sources for public transportation and passenger rail. These concepts have similar goals but take different approaches. However, none will succeed without strategies to mobilize constituencies and organizations to educate and advocate for approval by the Legislature. NCTCOG can play a central role in this process.

In the sections below, the legislative concepts are grouped into four categories:

- Expand the level and range of one or more of the proposed funding sources for transit and passenger rail, individually and in combination
- Protect existing transit authority sales tax funding
- Provide tools to facilitate transit-oriented development
- Additional legislative concepts

Expand the Level and Range of Funding Sources for Public Transportation and Rail, Individually or in Combination

The following 19 concepts are proposed to expand the level and range of funding sources for public transportation and rail, individually or in combination:

- **TEXAS MOBILITY FUND (TMF):** Require expenditure of a portion of the Texas Mobility Fund for public transportation and extend allowable period for payment of debt service, accomplished by legislation or by modification of Texas Transportation Commission policy.
- **TEXAS EMISSION REDUCTION PLAN (TERP):** Increase the share of TERP funding for the Governmental Alternative Fuel Fleet (GAFF) Program, for which the purchase of transit vehicles is an eligible cost.
- **DEDICATED TXDOT FUNDING APPROPRIATION:** Secure dedicated funding for public transportation and rail via TxDOT budget appropriations of state general revenue, accomplished by legislation or by modification of Texas Transportation Commission policy.



- **STATE HIGHWAY FUND:** Redirect a portion of the State Highway Fund to transit and rail, accomplished by legislation or by modification of Texas Transportation Commission policy.
- **STATE STRATEGIC INTERMODAL SYSTEM (SIS):** Enact legislation to create a State Strategic Intermodal System (SIS) program modeled after Florida's SIS to advance and provide matching funds for strategic intermodal corridors.
- **SPECIAL-PURPOSE TRANSPORTATION CORRIDOR ENTITIES TO ADVANCE PASSENGER AND FREIGHT RAIL TRANSPORTATION FUNDING AREAS (RAIL CORRIDOR TFA):** Building on the Transportation Funding Area (TFA) concept advanced by the RTC in 2008, enact legislation to enable creation of voter-approved county / multi-county TFAs to promote shared use of rail corridors for passenger and freight services, work with transit authorities and local jurisdictions to develop funding plans, and negotiate cost-sharing arrangements whereby member jurisdictions could levy voter-approved taxes or fees to fund transportation capital projects for transit and rail. Such a concept could have high applicability to advance passenger rail services in corridors currently owned by transit authorities such as DART and used by private freight rail operators. Such entities could also provide opportunities to combine funding sources currently limited to freight rail to advance passenger rail service in shared corridors.
- **PROPOSITION 7:** Direct a portion of Proposition 7 funding derived from rental car sales and use taxes to fund transit and rail.
- **LOCAL OPTION GAS TAX:** Revisit the concept of a voter-approved local option gas tax, as proposed in 2008 as part of the Transportation Local Option Transportation Act (TLOTA), C.S.S.B 855 by Carona.
- **LOCAL OPTION VEHICLE REGISTRATION FEE:** Revisit the concept of a voter-approved local vehicle registration fee, as proposed in 2008 as part of the Transportation Local Option Transportation Act (TLOTA), C.S.S.B 855 by Carona.
- **SALES TAX CAP INCREASE (A):** Increase the two-percent cap on local sales tax to fund transit and rail.



- **SALES TAX CAP INCREASE (B):** Increase the two-percent tax on local sales tax without restricting it for transit and rail.
- **RESTRICTIONS ON USE OF 4A/4B:** Disallow non-member jurisdictions to use 4A/4B revenue to provide tax incentives to companies relocating from a TA member jurisdiction.
- **AMEND 4A/4B:** Amend 4A/4B enabling legislation to allow transportation authority member jurisdictions to pass voter-approved measures exceeding the two-percent sales tax cap to fund economic development and/or for non-member jurisdictions to pass voter-approved measures exceeding the two-percent sales tax cap to fund new transit authority membership. For background, in 1989, the Texas Legislature amended the enabling legislation by adding Section 4A, which provided that a Section 4A development corporation could be funded by the imposition of a local sales and use tax dedicated to economic development. In 1991, the legislature authorized another new type of sales tax, a Section 4B sales tax. This legislation authorized a one-half-cent sales tax to be used by certain jurisdictions to promote a wide range of civic and commercial projects.
- **RETAIL DELIVERY FEE:** Enable a local retail delivery fee on packages, similar to programs in Minnesota and Colorado. Minnesota enacted a Retail Delivery Fee in 2023 that imposes a 50-cent charge on purchases of more than \$100, projected to generate \$59M in its first year. Colorado enacted a Retail Delivery Fee of 29 cents in 2022 to fund highways, bridges, tunnels, electric vehicle charging stations, and projects to reduce air pollution and to electrify vehicle fleets and transit systems, generating more than \$160M. This would support transportation (including transit and rail).
- **HOTEL OCCUPANCY TAX SURCHARGE:** Increase the Hotel Occupancy Tax on hotels and short-term rentals to fund transportation improvements, including transit and rail that benefit tourists and business travelers.
- **DEVELOPMENT IMPACT FEE SURCHARGE:** Authorize a new county-level Development Impact Fee for Transportation (including transit and rail).
- **LOCAL BUSINESS SURCHARGE:** Authorize a new local business surcharge for Transportation (including transit and rail).



- **LOCAL RENTAL CAR FEE SURCHARGE:** Authorize a new local rental car fee surcharge for Transportation (including transit and rail).
- **LOCAL RIDE-HAILING FEE:** Authorize a new local ride-hailing fee surcharge for transportation (including transit and rail).

Protect Existing Transit Authority Sales Tax Funding

The following two concepts are proposed to protect DART's existing sales tax funding:

- **DART 1%:** Support DART in defending its voter-approved one-cent sales tax funding source until an alternative, dedicated, and equivalent or greater than equivalent revenue source can be identified.
- **DART ENABLING STATUTE:** Oppose proposed statutory changes to DART's enabling statute with respect to level of sales tax contribution (Ch 452 TTC, Ch 322 Tax Code - Transit Sales and Use Tax).

Provide Tools to Facilitate Transit-Oriented Development

One legislative concept is proposed to provide tools to facilitate transit-oriented development:

- **AUTHORIZE TOD PUBLIC-PRIVATE PARTNERSHIPS (P3s):** Advocate passage of legislation granting statutory authority to enter long-term partnerships that spur TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible.

Additional Legislative Concepts

Three additional legislative concepts proposed for consideration are:

- **FAIR SHARE:** Propose legislation that requires authorities to work with member jurisdictions to define how to address equitable allocation of service relative to sales tax collected and local and interjurisdictional travel demand, rather than legislatively defining equitable allocation.
- **PUBLIC-PRIVATE PARTNERSHIPS:** Advocate passage of legislation granting statutory authority to enter into public-private partnerships for transit and passenger rail, as well as TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible.



- **TRANSIT AUTHORITY ADDITION:** Create one or more additional transit authorities to provide transit service to jurisdictions unable to commit the required portion of sales tax to obtain service from existing authorities. This new authority could be focused on developing and providing commuter rail service outside of existing transit authority service area boundaries. Alternatively, enact legislation to enable creation of voter-approved county / multi-county TFAs to promote shared use of rail corridors for passenger and freight services.

Regional and Local Policy Proposals

While most proposals to enhance revenue for transit and rail require legislative action, there are regional and local policy modifications that could be considered to expand and/or preserve funding for transit and rail. These policy proposals are discussed below.

NCTCOG/RTC Policies and Procedures

- **REVIEW NCTCOG/RTC POLICIES AND PROCEDURES:** NCTCOG is responsible for prioritizing and allocating funding for transportation projects in the region under various funding programs, including Metropolitan Corridor funds, Congestion Mitigation and Air Quality (CMAQ) funds, Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) flexible funds, Carbon Reduction Program funds, and Transportation Development Credits. With such significant funding allocated at its discretion, NCTCOG could incorporate into the long-range metropolitan transportation plan, Mobility 2050 a comprehensive review of policies and procedures used to prioritize projects and allocate transportation funding under its purview. Such an assessment could ensure that RTC decisions:
 - Maximize opportunities to coordinate mobility options and land use
 - Expand multimodal opportunities, and
 - Expand financial opportunities and incentives for local jurisdictions

Example policies could include:

- Prioritizing funding for projects that will expand regional transit and rail services
- Prioritizing expansion of regional multimodal connectivity options to provide access to major transit and rail service
- Prioritizing funding for jurisdictions that contribute local funding (through voter approved sales tax or other means) for transit



- Requiring jurisdictions of a certain size to join a TA within 10 years (or another specified time frame) to qualify for future funding, considering current municipal requirements on timing for voter approved funding
- **INCREASE THE LEVEL OF FEDERAL FUNDING FLEXED FROM HIGHWAYS TO TRANSIT AND RAIL:** NCTCOG can assess and potentially redirect FHWA flexible funding from highways to transit and rail. Higher levels of flexing could make more federal funding available to the transit authorities and their member jurisdictions to supplement existing sources of transit and rail funding, especially local sales tax revenues. Consideration should be provided for the required local match to access the available federal funding source.
- **ENSURE INFORMATION IS SHARED WITH THE TRANSIT AUTHORITIES AND THEIR MEMBER JURISDICTIONS ABOUT OPPORTUNITIES TO PURSUE FEDERAL AND STATE FUNDING FOR TRANSIT, RAIL, AND TRANSIT-ORIENTED DEVELOPMENT:** NCTCOG has launched an online “quick search database” that agencies can use to secure information about funding opportunities for a variety of transportation programs and projects. Information on funding opportunities is also presented to the Surface Transportation Technical Committee and at RTC meetings. Access to such information is a valuable resource, and its use could be promoted across the region. This can include regular collaboration with transit authorities on grant strategies that seek to maximize funding for projects, programs and economic development/TOD within transit authority boundaries. To gauge information needs, NCTCOG is considering a survey of members to see if more or different information regarding funding opportunities is needed.
- **PROVIDE TOD FINANCIAL SUPPORT:** NCTCOG has historically provided thought leadership on TOD, for example through the Coordinated Land Use and Transportation Planning Task Force, as well as land banking efforts through the 2006 Sustainable Development Call for Projects. NCTCOG can build on these efforts by facilitating efforts between jurisdictions and transit authorities to re-zone transit-proximate parcels, particularly those owned by transit authorities. NCTCOG can also incentivize transit-proximate living through incentives like free or discounted transit passes for residents of transit-proximate developments.
- **ENSURE AVAILABILITY OF PRIVATE ACTIVITY BONDS:** Ensure State Private Activity Bonds (PABs) can be used for transit and rail.



- **PROVIDE DEVELOPER FINANCIAL INCENTIVES:** Provide financial incentives (e.g. grants for adjacent transportation improvements, fare subsidies) for developers in TA member jurisdictions.
- **PROVIDE TECHNICAL SUPPORT TO JURISDICTIONS:** Assist jurisdictions in developing and implementing expanded tools such as overlay districts to allow planning and development of new and expanded transportation corridors.

Transit Authority Policies and Procedures

While policy items do not require immediate action, they are presented in this report for informational purposes and will be reviewed again in later Transit 2.0 tasks. The transit authorities emphasize communication and coordination among senior leadership, their Boards of Directors, and their member jurisdictions. Despite such efforts, member jurisdictions have opted to advance issues to the State Legislature for resolution. To better resolve issues without legislative assistance, the transit authorities and member jurisdictions could consider the following:

- **PROCEDURES TO ADDRESS MEMBER CONCERNS:** Assess opportunities for outside facilitators to resolve challenges locally.
- **RECONSIDER TIME LIMIT ON CONTRACTING FOR TRANSIT SERVICE:** Expand options and/or reconsider terms and conditions for non-member jurisdictions to contract with transit authorities for various public transportation services. Such approaches could include additional local government corporation (LGC) formation, use of 4A/4B funding, and expansion of the range and term for contract services. The three transit authorities differ in the types of opportunities and approaches they allow, and this likely would also require outside facilitation and negotiation.
- **INCREASE TRANSIT CONTRACTING OPPORTUNITIES:** Consider alternative approaches for non-member jurisdictions to contract with TAs for transit services (e.g. LGC Formation, 4A/4B, expanded range and term for contract services)

7. Concept Evaluation Criteria

The conceptual legislative and policy proposals were evaluated based on three criteria:

- Revenue potential



- Ability to incentivize jurisdictional support for transit
- Nexus with other benefits, such as safety, economic development, and air quality

Alignment with each of these evaluation criteria was rated on a scale of low, medium, and high alignment, depicted graphically as:

- Low alignment: ○
- Medium alignment: ◐
- High alignment: ●

All legislative concepts advanced in this report were screened based on the beneficiary pays principle to ensure that concepts that generate new funding sources align the use of the source with the origin of the funds. For example, a hotel occupancy tax surcharge or local rental car fee surcharge would require people who benefit directly from staying in hotels or renting cars—most likely, out of state or region visitors—to contribute to the costs associated with maintaining the transportation infrastructure that makes their stay productive and/or enjoyable.

Legislative concepts advanced in this report are also framed to maximize potential for political support. Transit as a stand-alone item is not a strong candidate for support in the current Texas legislature. Therefore, proposed legislative concepts are framed to link transit to transportation more broadly in ways that legislators may be able to more fully embrace.

Legislative concepts were sorted into three tiers based on their alignment with the three evaluation criteria:

- **Tier 1:** Legislative concepts that have high revenue potential, medium to high incentive for jurisdictional support, and a medium to high nexus with other benefits.
- **Tier 2:** Legislative concepts that have mid to high revenue potential, medium to high incentive for jurisdictional support, and a low to high nexus with other benefits.
- **Tier 3:** Legislative concepts with low to high potential in all three categories of revenue potential, jurisdictional support, and other benefits.



An assessment was then made as to whether action should be taken on the individual concepts in the:

- Short Term: 1-3 years
- Intermediate Term: 4-6 years

Tier 1 legislative concepts are recommended to NCTCOG as priority for short term advancement.

All policy concepts presented in this report are considered actionable in the short term.



Figure 6. Legislative Concepts for Consideration

		Evaluation Criteria			Implementation Timeframe		
		Revenue Potential	Incentivize Jurisdictional Support for Transit	Nexus with Other Benefits (e.g. safety, economic development, air quality)	Short Term Action Needed (1-3 YEARS)	Intermediate Term Action (4-6 YEARS)	
EXPAND THE LEVEL AND RANGE OF FUNDING SOURCES FOR PUBLIC TRANSPORTATION AND RAIL, INDIVIDUALLY OR IN COMBINATION							
STRATEGIC INTERMODAL SYSTEM	Create a State Strategic Intermodal System (SIS) with funding sources defined	●	●	●	✓		Tier 1
TRANSPORTATION FUNDING AREA	Enable creation of a voter-approved county / multi-county Transportation Funding Area (TFA) to levy taxes or fees for transportation including transit, rail, and roadway improvements	●	●	●	✓		
STATE HIGHWAY FUND	Redirect a portion of the State Highway Fund to transit and rail by legislation or modification of Texas Transportation Commission policy	●	●	◐	✓		
HOTEL OCCUPANCY TAX SURCHARGE	Increase Hotel Occupancy Tax on hotels and short term rentals to fund transportation improvements (including transit and rail) that benefit tourists and business travelers.	●	●	◐	✓		
AMEND 4A / 4B	Amend 4A/4B Enabling Legislation to allow TA member cities to pass voter-approved measures for economic development exceeding the 2-cent sales tax cap to obtain or maintain TA membership	●	●	◐	✓		
SALES TAX CAP INCREASE (B)	Increase sale tax cap - blanket	●	◐	●	✓		
TEXAS MOBILITY FUND	Require expenditure of a portion of the Texas Mobility Fund for public transportation and extend allowable period for payment of debt service by legislation or modification of Texas Transportation Commission policy.	●	◐	●	✓		
DEVELOPMENT IMPACT FEE SURCHARGE	Authorize a new county-level Development Impact Fee for Transportation (including transit and rail)	●	●	◐	✓		
DEDICATED TXDOT FUNDING APPROPRIATION	Secure dedicated funding for public transportation and rail via TxDOT appropriations and general revenue by legislation or modification of Texas Transportation Commission policy	●	●	◐	✓		
PROP 7	Redirect portion of Proposition 7 funding from rental car sales and use taxes to transit and rail	●	●	◐	✓		
SALES TAX CAP INCREASE (A)	Increase sale tax cap - for transit	●	●	○		✓	Tier 2
LOCAL BUSINESS SURCHARGE	Revisit TLOTA local business surcharge proposal for transportation	◐	●	◐		✓	
LOCAL RENTAL CAR FEE SURCHARGE	Authorize Local Rental Car fee for transportation (including transit and rail)	◐	●	◐		✓	
LOCAL RIDEHAILING FEE	Authorize Local ridehailing fee for transportation (including transit and rail)	◐	●	◐		✓	
TEXAS EMISSION REDUCTION PLAN PROGRAM	Increase funding from the Texas Emission Reduction Plan (TERP) for the Governmental Alternative Fuel Fleet (GAFF) Program	◐	◐	●		✓	Tier 3
LOCAL OPTION GAS TAX	Revisit TLOTA voter-approved gas tax proposal for transportation	●	◐	○		✓	
RESTRICTIONS ON USE OF 4A / 4B	Disallow non-TA member jurisdictions to use 4A/4B revenue to provide tax incentives to companies relocating from a TA member jurisdiction	◐	●	○		✓	
RETAIL DELIVERY FEE	Authorize a retail delivery fee on packages for transportation (including transit and rail)	○	◐	◐		✓	
LOCAL OPTION VEHICLE REGISTRATION FEE	Revisit TLOTA voter-approved registration fee proposal	◐	◐	○		✓	



		Evaluation Criteria			Implementation Timeframe		
		Revenue Potential	Incentivize Jurisdictional Support for Transit	Nexus with Other Benefits (e.g. safety, economic development, air quality)	Short Term Action Needed (1-3 YEARS)	Intermediate Term Action (4-6 YEARS)	
PROTECT EXISTING TRANSPORTATION AUTHORITY SALES TAX FUNDING							
DART 1%	Support protection of DART's 1 cent sales tax funding source				✓		Tier 1
DART ENABLING STATUTE	Oppose proposed statutory changes to DART's enabling statute				✓		
PROVIDE TOOLS TO FACILITATE TRANSIT ORIENTED DEVELOPMENT							
AUTHORIZE TOD P3 PARTNERSHIPS	Advocate passage of legislation granting statutory authority to enter into TOD partnerships. Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible	●	●	●	✓		Tier 1
ADDITIONAL LEGISLATIVE CONCEPTS							
FAIR SHARE	Require authorities to work with member jurisdictions to define how to address equitable allocation of service relative to sales tax collected and local and interjurisdictional travel demand, rather than legislatively defining equitable allocation				✓		Tier 1
P3	Advocate for passage of legislation granting statutory authority to enter P3 partnerships for transit and rail, as well as TOD Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible	●	●	●	✓		
TA ADDITION	Create a 4th TA					✓	Tier 3



Figure 7. Policy Concepts for Consideration

		Evaluation Criteria		
		Revenue Potential	Incentivize Jurisdictional Support for Transit	Nexus with Other Benefits (e.g. safety, economic development, air quality)
NCTCOG/RTC				
REVIEW NCTCOG/RTC POLICIES AND PROCEDURES	Review and reassess policies and procedures used to prioritize projects and allocate transportation funding sources. Example policies could include: <i>Prioritize funding for projects that will lead to expansion of regional transit and rail services</i> <i>Prioritize expansion of regional multimodal connectivity options</i> <i>Prioritize funding for jurisdictions that contribute local funding to transit</i> <i>Require jurisdictions of a certain size to join a TA within a specified time frame to qualify for future funding</i>	●	●	●
INCREASE FLEXING OF FUNDS TO TRANSIT AND RAIL	Increase level of federal funding flexed from highways and transit to rail	●	●	●
ENSURE TRANSIT AGENCY AWARENESS OF ALL GRANT AND FUNDING OPPORTUNITIES	Educate and increase transit agency awareness of all available grant and funding opportunities			
PROVIDE TOD FINANCIAL SUPPORT	Increase level of COG funding to support TOD	●	●	●
ENSURE AVAILABILITY OF PRIVATE ACTIVITY BONDS	Ensure State Private Activity Bonds (PABs) can be used for transit and rail	N/A	●	○
PROVIDE DEVELOPER FINANCIAL INCENTIVES	Provide financial incentives (e.g. grants for adjacent transportation improvements, fare subsidies) for developers in TA member jurisdictions	●	●	●
PROVIDE TECHNICAL SUPPORT TO JURISDICTIONS	Assist jurisdictions in developing and implementing expanded tools such as overlay districts to allow planning and development of new and expanded transportation corridors	●	●	●
TRANSIT AUTHORITY POLICIES AND PROCEDURES				
PROCEDURES TO ADDRESS MEMBER CONCERNS	Assess opportunities for TA boards to modify policies and procedures to address member concerns to minimize the desire for members to go to the legislature	N/A	●	●
RECONSIDER TIME LIMIT ON CONTRACTING FOR TRANSIT SERVICE	Reconsider any time limits on service contracting	○	●	●
INCREASE TRANSIT CONTRACTING OPPORTUNITIES	Consider alternative approaches for non-member jurisdictions to contract with TAs for transit services (e.g. LGC Formation, 4A/4B, expanded range and term for contract services)	●	●	●



8. Recommendations for Advancement by NCTCOG

Based on the preliminary evaluation of the conceptual legislative proposals, the following approaches are recommended for advancement by NCTCOG in the short term (1-3 years) and intermediate term (4-6 years):

Tier 1 Action: 15 Legislative Concepts

There are fifteen Tier 1 concepts recommended for advancement by NCTCOG in the short term (1-3 years):

- **STATE STRATEGIC INTERMODAL SYSTEM (SIS):** Enact legislation to create a State Strategic Intermodal System (SIS) program modeled after Florida's SIS to advance and provide matching funds for strategic intermodal corridors.
- **SPECIAL-PURPOSE TRANSPORTATION CORRIDOR ENTITIES TO ADVANCE PASSENGER AND FREIGHT RAIL TRANSPORTATION FUNDING AREAS (RAIL CORRIDOR TFA):** Building on the Transportation Funding Area (TFA) concept advanced by the RTC in 2008, enact legislation to enable creation of voter-approved county / multi-county TFAs to promote shared use of rail corridors for passenger and freight services, work with transit authorities and local jurisdictions to develop funding plans, and negotiate cost-sharing arrangements whereby member jurisdictions could levy voter-approved taxes or fees to fund transportation capital projects for transit and rail. Such a concept could have high applicability to advance passenger rail services in corridors currently owned by transit authorities such as DART and used by private freight rail operators. Such entities could also provide opportunities to combine funding sources currently limited to freight rail to advance passenger rail service in shared corridors.
- **STATE HIGHWAY FUND:** Redirect a portion of the State Highway Fund to transit and rail by legislation or modification of Texas Transportation Commission policy.
- **HOTEL OCCUPANCY TAX SURCHARGE:** Increase the Hotel Occupancy Tax on hotels and short-term rentals to fund transportation improvements, including transit and rail that benefit tourists and business travelers.
- **AMEND 4A/4B:** Amend 4A/4B enabling legislation to allow transportation authority member jurisdictions to pass voter-approved measures exceeding the two-percent sales tax cap to fund economic development and/or for non-member jurisdictions to pass voter-approved measures exceeding the two-percent sales



tax cap to fund new transit authority membership. For background, in 1989, the Texas Legislature amended the enabling legislation by adding Section 4A, which provided that a Section 4A development corporation could be funded by the imposition of a local sales and use tax dedicated to economic development. In 1991, the legislature authorized another new type of sales tax, a Section 4B sales tax. This legislation authorized a one-half-cent sales tax to be used by certain jurisdictions to promote a wide range of civic and commercial projects.

- **SALES TAX CAP INCREASE (B):** Increase the two-percent tax on local sales tax without restricting it for transit and rail.
- **TEXAS MOBILITY FUND (TMF):** Require expenditure of a portion of the Texas Mobility Fund for public transportation and extend allowable period for payment of debt service by legislation or modification of Texas Transportation Commission policy.
- **DEVELOPMENT IMPACT FEE SURCHARGE:** Authorize a new county-level Development Impact Fee for Transportation (including transit and rail).
- **DEDICATED TXDOT FUNDING APPROPRIATION:** Secure dedicated funding for public transportation and rail via TxDOT budget appropriations of state general revenue by legislation or modification of Texas Transportation Commission policy.
- **PROPOSITION 7:** Direct a portion of Proposition 7 funding derived from rental car sales and use taxes to fund transit and rail.
- **DART 1%:** Support DART in defending its voter-approved one-cent sales tax funding source until an alternative, dedicated, and equivalent or greater than equivalent revenue source can be identified.
- **DART ENABLING STATUTE:** Oppose proposed statutory changes to DART's enabling statute with respect to level of sales tax contribution (Ch 452 TTC, Ch 322 Tax Code - Transit Sales and Use Tax).
- **AUTHORIZE TOD PUBLIC-PRIVATE PARTNERSHIPS (P3s):** Advocate passage of legislation granting statutory authority to enter long-term partnerships that spur TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that



would make P3 possible.

- **FAIR SHARE:** Propose legislation that requires authorities to work with member jurisdictions to define how to address equitable allocation of service relative to sales tax collected and local and interjurisdictional travel demand, rather than legislatively defining equitable allocation.
- **PUBLIC-PRIVATE PARTNERSHIPS:** Advocate passage of legislation granting statutory authority to enter into public-private partnerships for transit and passenger rail, as well as TOD. Support legislation such as SB 1984 Alvarado to streamline legislation that would make P3 possible.

Tier 2 Action: 5 Legislative Concepts

There are five Tier 2 concepts are recommended for advancement by NCTCOG in the intermediate term (4-6 years):

- **SALES TAX CAP INCREASE (A):** Increase the two-percent cap on local sales tax to fund transit and rail.
- **LOCAL BUSINESS SURCHARGE:** Authorize a new local business surcharge for Transportation (including transit and rail).
- **LOCAL RENTAL CAR FEE SURCHARGE:** Authorize a new local rental car fee surcharge for Transportation (including transit and rail).
- **LOCAL RIDE-HAILING FEE:** Authorize a new local ride-hailing fee surcharge for transportation (including transit and rail).
- **TEXAS EMISSION REDUCTION PLAN (TERP):** Increase the share of TERP funding for the Governmental Alternative Fuel Fleet (GAFF) Program, for which the purchase of transit vehicles is an eligible cost.

Tier 3 Action: 5 Legislative Concepts

There are five Tier 3 concepts are recommended for advancement by NCTCOG in the intermediate term (4-6 years). Note that “advancement” does not necessarily mean implementation; for example, in the case of TA Addition, NCTCOG should determine in the intermediate term if pursuing the creation of an additional TA is desirable.



- **LOCAL OPTION GAS TAX:** Revisit the concept of a voter-approved local option gas tax, as proposed in 2008 as part of the Transportation Local Option Transportation Act (TLOTA), C.S.S.B 855 by Carona.
- **RESTRICTIONS ON USE OF 4A/4B:** Disallow non-member jurisdictions to use 4A/4B revenue to provide tax incentives to companies relocating from a TA member jurisdiction.
- **RETAIL DELIVERY FEE:** Enable a local retail delivery fee on packages, similar to programs in Minnesota and Colorado. Minnesota enacted a Retail Delivery Fee in 2023 that imposes a 50-cent charge on purchases of more than \$100, projected to generate \$59M in its first year. Colorado enacted a Retail Delivery Fee of 29 cents in 2022 to fund highways, bridges, tunnels, electric vehicle charging stations, and projects to reduce air pollution and to electrify vehicle fleets and transit systems, generating more than \$160M. This would support transportation (including transit and rail).
- **LOCAL OPTION VEHICLE REGISTRATION FEE:** Revisit the concept of a voter-approved local vehicle registration fee, as proposed in 2008 as part of the Transportation Local Option Transportation Act (TLOTA), C.S.S.B 855 by Carona.
- **TRANSIT AUTHORITY ADDITION:** Create one or more additional transit authorities to provide transit service to jurisdictions unable to commit the required portion of sales tax to obtain service from existing authorities. This new authority could be focused on developing and providing commuter rail service outside of existing transit authority service area boundaries. Alternatively, enact legislation to enable creation of voter-approved county / multi-county TFAs to promote shared use of rail corridors for passenger and freight services.

Short Term Action: All Policy Proposals

All ten conceptual policy proposals for NCTCOG/RTC and the transit authorities are recommended for short term consideration.

NCTCOG/RTC Policies and Procedures:

- **REVIEW NCTCOG/RTC POLICIES AND PROCEDURES:** NCTCOG is responsible for prioritizing and allocating funding for transportation projects in the region under various funding programs, including Metropolitan Corridor funds, Congestion Mitigation and Air Quality (CMAQ) funds, Federal Highway



Administration (FHWA) Surface Transportation Block Grant (STBG) flexible funds, Carbon Reduction Program funds, and Transportation Development Credits. With such significant funding allocated at its discretion, NCTCOG could incorporate into the long-range metropolitan transportation plan, Mobility 2050 a comprehensive review of policies and procedures used to prioritize projects and allocate transportation funding under its purview.

- **INCREASE THE LEVEL OF FEDERAL FUNDING FLEXED FROM HIGHWAYS TO TRANSIT AND RAIL:** NCTCOG can assess and potentially redirect FHWA flexible funding from highways to transit and rail. Higher levels of flexing could make more federal funding available to the transit authorities and their member jurisdictions to supplement existing sources of transit and rail funding, especially local sales tax revenues. Consideration should be provided for the required local match to access the available federal funding source.
- **ENSURE INFORMATION IS SHARED WITH THE TRANSIT AUTHORITIES AND THEIR MEMBER JURISDICTIONS ABOUT OPPORTUNITIES TO PURSUE FEDERAL AND STATE FUNDING FOR TRANSIT, RAIL, AND TRANSIT-ORIENTED DEVELOPMENT:** NCTCOG has launched an online “quick search database” that agencies can use to secure information about funding opportunities for a variety of transportation programs and projects. Information on funding opportunities is also presented to the Surface Transportation Technical Committee and at RTC meetings. Access to such information is a valuable resource, and its use could be promoted across the region. This can include regular collaboration with transit authorities on grant strategies that seek to maximize funding for projects, programs and economic development/TOD within transit authority boundaries. To gauge information needs, NCTCOG is considering a survey of members to see if more or different information regarding funding opportunities is needed.
- **PROVIDE TOD FINANCIAL SUPPORT:** NCTCOG has historically provided thought leadership on TOD, for example through the Coordinated Land Use and Transportation Planning Task Force, as well as land banking efforts through the 2006 Sustainable Development Call for Projects. NCTCOG can build on these efforts by facilitating efforts between jurisdictions and transit authorities to re-zone transit-proximate parcels, particularly those owned by transit authorities. NCTCOG can also incentivize transit-proximate living through incentives like free or discounted transit passes for residents of transit-proximate developments.



- **ENSURE AVAILABILITY OF PRIVATE ACTIVITY BONDS:** Ensure State Private Activity Bonds (PABs) can be used for transit and rail.
- **PROVIDE DEVELOPER FINANCIAL INCENTIVES:** Provide financial incentives (e.g. grants for adjacent transportation improvements, fare subsidies) for developers in TA member jurisdictions.
- **PROVIDE TECHNICAL SUPPORT TO JURISDICTIONS:** Assist jurisdictions in developing and implementing expanded tools such as overlay districts to allow planning and development of new and expanded transportation corridors.

Transit Authority Policies and Procedures:

- **PROCEDURES TO ADDRESS MEMBER CONCERNS:** Assess opportunities for outside facilitators to resolve challenges locally.
- **RECONSIDER TIME LIMIT ON CONTRACTING FOR TRANSIT SERVICE:** Expand options and/or reconsider terms and conditions for non-member jurisdictions to contract with transit authorities for various public transportation services. Such approaches could include additional local government corporation (LGC) formation, use of 4A/4B funding, and expansion of the range and term for contract services. The three transit authorities differ in the types of opportunities and approaches they allow, and this likely would also require outside facilitation and negotiation.
- **INCREASE TRANSIT CONTRACTING OPPORTUNITIES:** Consider alternative approaches for non-member jurisdictions to contract with TAs for transit services (e.g. LGC Formation, 4A/4B, expanded range and term for contract services).



NCTCOG PRESENTATION

VISION ZERO FOR HUMAN HEALTH POLICY

JENNY NARVAEZ | AIR QUALITY TECHNICAL TEAM | 9.12.2024

Air Quality in North Central Texas

Currently facing nonattainment for ozone and fine particulate matter (PM_{2.5})

Associated health and economic impacts

Respiratory and cardiovascular impacts

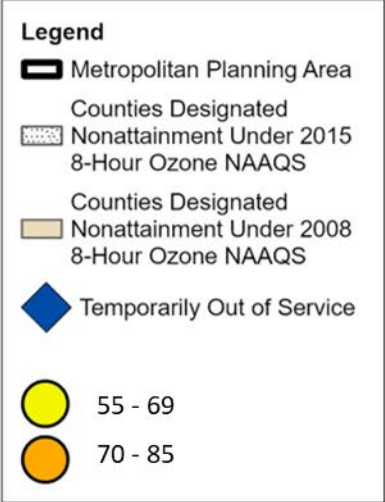
Healthcare and labor costs

Section 185 fees – Year 2028

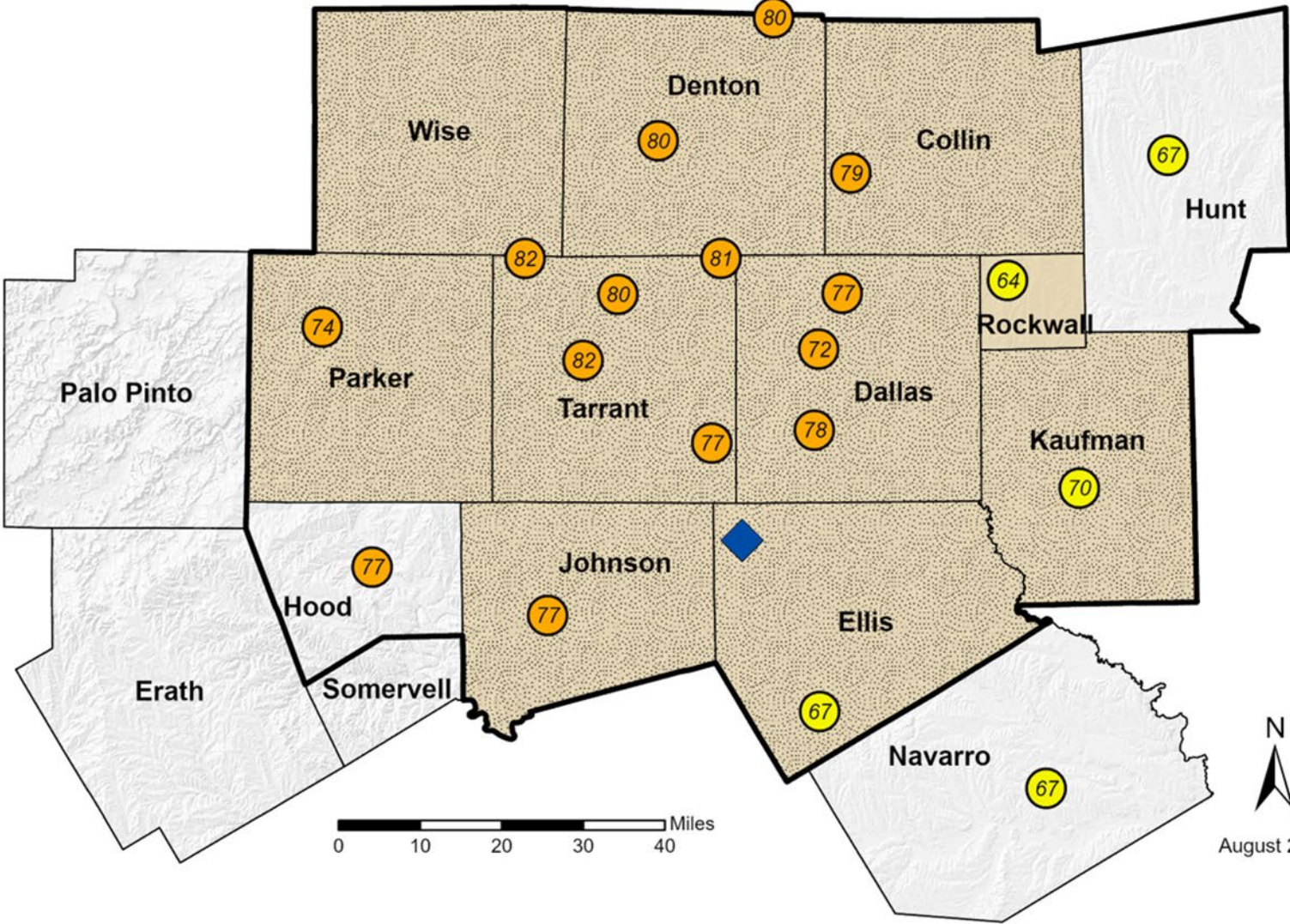
Projected population increase for region to over 12 million



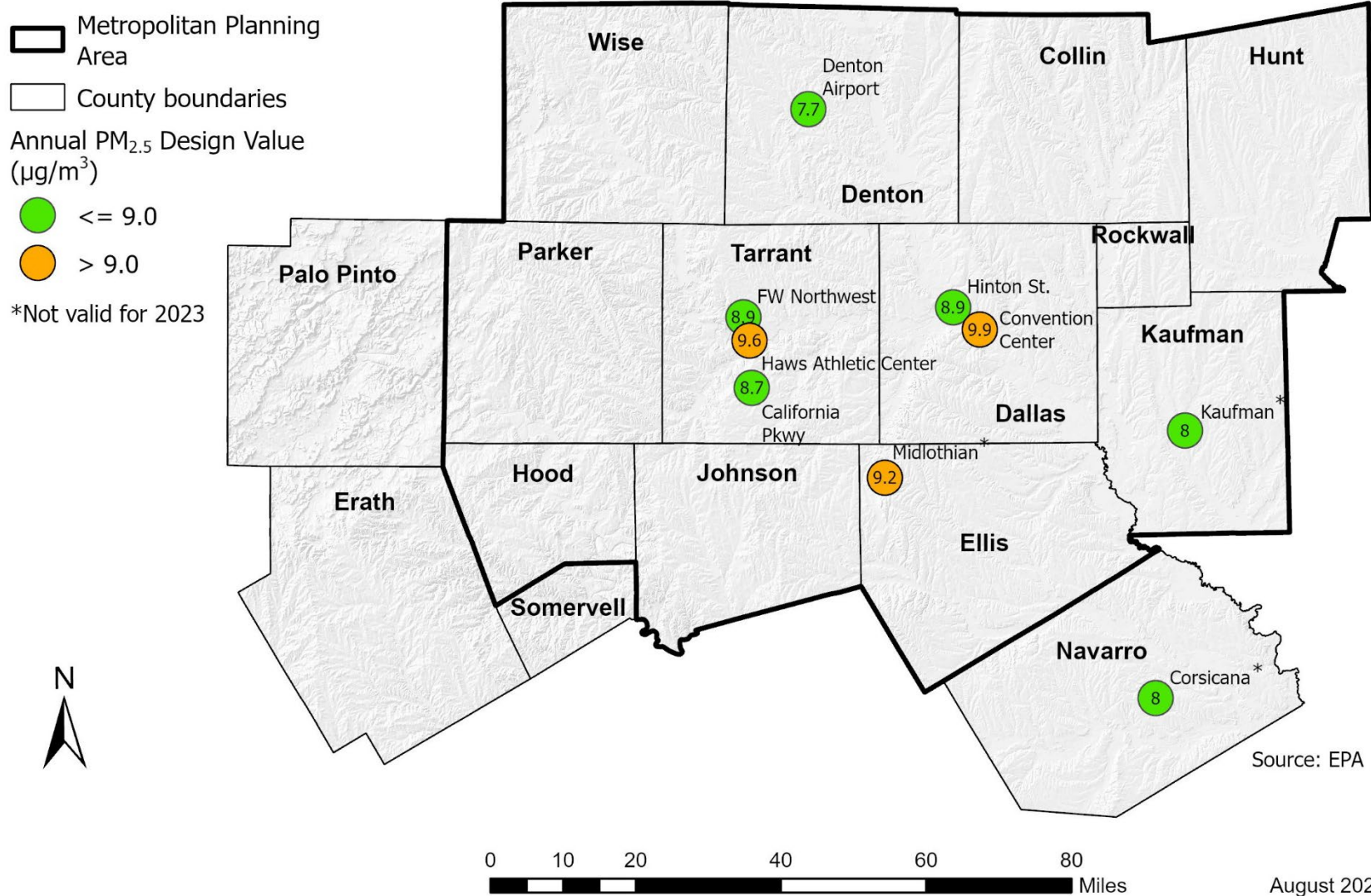
Ozone Nonattainment



As of August 26, 2024



2023 PM_{2.5} Annual Design Values



Vision Zero for Human Health Policy

Actions

Identify Funding Sources

- Federal, state, and local funding opportunities
- Explore innovative financing options

Develop Partnerships: local governments and industry leaders

- Identify suitable locations for monitor deployment
- Local community engagement
- Ensure reputable technology

Implementation and Deployment

- High-quality, non-regulatory monitors
- Proper installation and maintenance
- Data management and storage



Vision Zero for Human Health Policy

Actions Continued

Public Engagement and Communication

- Display air quality data collected from monitors
- One-stop-shop for air quality and health data results
- Develop educational materials
- Engage residents and stakeholders

Evaluation and Reporting

- Assess performance and impact of air quality monitors
- Provide updates on findings and insights gained
- Adjust strategies and actions based on evaluation

Ongoing Effort to Bring Low-Cost Monitors to Region

- Enhance spatial coverage and evaluate local condition



For More Information

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



Regional Transportation Council Attendance Roster
September 2023 - August 2024

RTC MEMBER	Entity	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/2024
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	E(R)	P	P	P	P	A	P	P	P	E(R)
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	E(R)	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
Rick Bailey (07/22)	Johnson County	E	P	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	A	P	P	A	P	E	P	E	A	E(R)
Elizabeth M. Beck (08/21)	Fort Worth	A	A	E	P	E(R)	P	E	P	A	P	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	A	P	E	P	P	P	P	P	A	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	A	P	P	P	E(R)	P	P	E(R)	E(R)	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	E(R)	P	P	P	P	E	P
Jeff Davis (11/19)	Trinity Metro	A	P	P	P	P	P	E(R)	P	E(R)	P	E	P
Pat Deen (07/24)	Parker	--	--	--	--	--	--	--	--	--	--	P	P
Andy Eads (1/09)	Denton County	P	P	E	P	E	P	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	A
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	--	--	A	P	E	A	E
Gary Fickes (12/10)	Tarrant County	E(R)	E	E	P	P	P	P	E	P	E(R)	E	P
George Fuller (07/17)	McKinney	P	E(R)	P	E	E	P	E	P	P	A	P	A
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	E(R)	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	E	P	A	P	P	P	E	P	P
Mojoy Haddad (10/14)	NTTA	E	P	P	P	P	E	A	P	P	P	E	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E(R)	E(R)	P	P	E	P	P	P	P	E(R)
Ron Jensen (06/13)	Grand Prairie	E(R)	P	E(R)	P	E	P	E(R)	P	P	E(R)	P	P
Jill Jester (08/24)	Denton	--	--	--	--	--	--	--	--	--	--	--	P
Brandon Jones (05/21)	Lewisville	A	P	P	P	P	A	A	P	P	P	P	P
Brad LaMorgese (07/22)	Irving	E	P	P	P	E	E	E	E	P	E	E	P
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	--	--	--	--	P	E(R)	P	P
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	--	--	--	--	--	--	P	P
Cara Mendelsohn (07/20)	Dallas	P	A	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)		--	--	--	--	--	--	--	--	--	--	--	P
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	--	--	--	--	--	--	E	P
Ed Moore (07/22)	Garland	P	P	P	E	P	P	E	P	E	P	P	P
Matthew Porter (07/24)	Wylie	--	--	--	--	--	--	--	--	--	--	P	P
John Muns (6/23)	Plano	P	P	E	P	A	A	A	P	P	P	A	P
Omar Narvaez (09/21)	Dallas	E	P	P	A	P	P	P	P	P	E	P	P
Manny Ramirez (1/23)	Tarrant County	E	P	E	P	E	E	P	P	P	P	E	E

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R=Represented by Alternate
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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
September 2023 - August 2024**

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Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	--	--	P	P	E	P	P	E
Jim R. Ross (07/21)	Arlington	P	P	E(R)	P	P	P	P	E(R)	P	P	P	E(R)
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	E(R)	P
Gary Slagel (11/23)	DART	--	--	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	--	--	--	--	--	--	P	P
Jeremy Tompkins (10/19)	Eules	P	P	E(R)	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	E	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	A	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	A	E	P	P	P	E	P	A(R)	P	E	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
August 2023 - August 2024

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Rifat Alam	Lancaster	--	--	--	--	--	--	--	--	--	--	P	*
Joe Atwood	Hood County	A	A	A	A	P	A	P	P	P	A	P	*
Melissa Baker	Irving	P	R	P	P	P	R	R	E	P	P	P	*
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	*
Shon Brooks	Waxahachie	P	P	A	P	P	P	P	P	A	P		*
Tanya Brooks	DART	A	A	P	P	P	P	P	P	P	P	R	*
Matt Bryant	City of Duncaville	--	--	--	--	--	--	--	--	P	A	A	*
Daniel Burnham	Arlington	P	P	A	P	R	P	P	P	R	P	R	*
Farhan Butt	Denton	--	--	--	--	--	P	P	P	P	P	P	*
Brenda Callaway	Rockwall County	--	--	--	--	--	P	P	P	P	P	P	*
Travis Campbell	TxDOT Dallas	P	P	P	P	E	P	P	P	P	P	P	*
Robert Cohen	Southlake	A	A	P	A	A	A	P	A	A	A	A	*
John Cordary, Jr.	TxDOT FW	P	P	A	P	E	P	P	A	P	A	P	*
Clarence Daugherty	Collin County	R	P	R	A	P	P	P	P	R	P	P	*
Chad Davis	Wise County	P	A	A	P	P	A	P	A	A	P	P	*
Arturo Del Castillo	Dallas	P	A	P	R	R	P	P	P	P	A	P	*
Pritam Deshmukh	Richardson	P	P	P	P	P	P	P	P	E	P	A	*
Caryl DeVries	Grand Prairie	P	P	P	P	P	P	P	P	P	P	R	*
Greg Dickens	Hurst	P	A	A	R	R	A	A	A	R	A	R	*
Phil Dupler	FWTA	P	P	R	P	P	P	P	P	P	P	P	*
Chad Edwards	Trinity Metro	P	E	P	R	P	R	P	P	P	P	R	*
Martiza Figy	Dallas	--	--	A	A	A	A	A	A	A	A	A	*
Eric Fladager	Fort Worth	P	P	P	A	A	P	A	P	P	P	P	*
Chris Flanigan	Allen	A	A	P	P	P	P	P	P	P	P	A	*
Austin Frith	DCTA	--	--	--	--	P	P	P	P	R	A	R	*
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	*
Gary Graham	McKinney	P	P	R	P	P	P	R	P	R	A	R	*
Scott Hall	Tarrant County	--	--	--	--	--	--	--	--	--	P	P	*
Tom Hammons	Carrollton	P	P	A	P	P	P	P	P	P	P	A	*
Ron Hartline	The Colony	A	A	P	A	A	A	P	P	A	R	A	*
Barry Heard	Kaufman County	P	P	P	P	P	A	P	P	P	P	P	*
Shannon Hicks	Addison	A	A	A	A	A	A	P	A	A	R	A	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	A	P	*
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	*
Jeremy Hutt	Cleburne	A	P	A	P	P	P	A	P	P	P	P	*
Thuan Huynh	McKinney	P	P	P	P	P	P	P	P	R	A	P	*
Joseph Jackson	Tarrant County	P	P	P	P	P	P	E	P	A	P	P	*
Joel James	NTTA	P	P	P	A	A	A	P	R	P	P	A	*
William Janney	Frisco	P	P	A	P	A	A	P	P	P	P	A	*

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Surface Transportation Technical Committee Attendance Roster
August 2023 - August 2024

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Kelly Johnson	NTTA	A	P	A	P	P	A	A	A	A	A	P	*
Major L. Jones	Eules	P	P	A	P	P	A	A	P	A	P	A	*
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	*
Alonzo Liñán	Keller	P	A	A	A	A	A	A	A	P	A	A	*
Eron Linn	DART	P	P	P	P	P	P	E	P	E	P	P	*
Clay Lipscomb	Plano	P	A	P	A	R	P	P	P	A	P	A	*
Paul Luedtke	Garland	P	P	P	A	P	P	P	P	E	P	P	*
Stanford Lynch	Hunt County	P	R	P	R	P	P	A	R	P	R	R	*
Chad Marbut	Weatherford	P	P	P	P	P	P	P	P	P	P	P	*
Alberto Mares	Ellis County	P	P	P	P	P	P	P	P	A	P	P	*
John Mears	Mesquite	--	--	--	--	--	--	--	--	--	P	A	*
Brian Moen	Frisco	P	P	P	P	P	P	P	P	P	A	P	*
Mark Nelson	Richardson	R	P	P	P	P	P	P	P	P	P	P	*
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	A	*
Alfredo Ortiz	Dallas	--	--	--	--	P	P	P	A	A	P	A	*
Cintia Ortiz	Parker County	A	A	A	A	A	A	P	P	P	A	A	*
Martin Phillips	Fort Worth	R	E	E	P	P	E	P	E	P	E	P	*
John Polster	Denton County	P	P	P	A	P	P	P	A	A	P	P	*
Kelly Porter	Fort Worth	P	P	E	P	P	P	P	P	P	E	P	*
Tim Porter	Wylie	P	P	P	P	P	A	R	R	P	R	R	*
Elizabeth Reynolds	Grapevine	P	P	P	P	P	P	P	P	P	P	P	*
James Rogge	City of Mansfield	--	--	--	--	--	--	--	--	--	A	P	*
Jahor Roy	Mesquite	P	P	A	P	P	P	P	P	P	A	A	*
Greg Royster	DFW Int. Airport	P	P	P	P	P	P	P	A	P	A	R	*
Kathryn Rush	Dallas	A	P	A	A	P	R	P	P	A	A	A	*
David Salmon	Lewisville	P	R	P	R	P	P	R	A	R	P	R	*
Brian Shewski	Plano	P	P	P	P	P	P	P	R	P	P	P	*
Walter Shumac, III	Grand Prairie	P	P	P	A	P	P	E	P	P	P	A	*
Ray Silva-Reyes	Farmers Branch	--	--	--	--	--	--	--	--	P	P	P	*
Chelsea St. Louis	Fort Worth	--	--	--	--	--	P	P	P	P	A	P	*
Cheryl Taylor	Bedford	A	A	P	P	P	P	A	A	A	A	A	*
Errick Thompson	Burleson	--	--	--	A	P	P	P	P	P	P	P	*
Caleb Thornhill	Plano	A	R	P	A	P	P	A	P	P	P	A	*
Dave Timbrell	Garland	--	--	--	--	--	--	--	--	E	A	A	*
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	*
Jennifer VanderLaan	Johnson County	A	P	P	P	P	P	P	P	P	P	A	*
Gregory Van	Haltom City	P	P	P	P	P	P	P	R	P	R	P	*
Daniel Vedral	Irving	P	R	P	P	P	P	P	E	P	R	P	*
Caroline Waggoner	North Richland	A	A	A	A	P	P	P	P	A	P	P	*
Jana Wentzel	Arlington	P	P	P	P	P	P	P	P	P	R	P	*
Robert Woodbury	Cedar Hill	P	P	A	P	A	P	A	R	P	A	A	*
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	*

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Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 28, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, June 28, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Nathan Benditz (representing Daniel Vedral), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss (representing Jana Wentzel), Ricardo Gonzalez, Gary Graham, Scott Hall, Tom Hammons, Barry Heard, Alan Hendrix (representing Stanford Lynch), John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Leudtke, Chad Marbut, Alberto Mares, Brian McNulty (representing Ron Hartline), John Mears, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Rifat Alam (representing Dipak Patel), John Polster, Than Nguyen (representing Tim Porter), Elizabeth Reynolds, Jeff Kelly (representing Davis Salmon), David Salmon, Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Caroline Waggoner, Todd Weinheimer (representing Shannon Hicks), and William Wiegandy (representing Gregory Van Nieuwenhuize).

Others present at the meeting were: Vickie Alexander, Nick Allen, Natalie Bettger, Joslyn Billins, Jesse Brown, Carolyn Burns, Jackie Castillo, Aaron Ceder, Lori Clark, Dina Colarossi, Shawn Conrad, Tara Crawford, Alyssa Cunningham, Brian Dell, Kevin Feldt, Justin Galloway, Rebekah Gongora, Irlenia Hermosille, Chris Hoff, Alicia Johnson, Amy Johnson, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Siddheoh Kudale, Dan Lamers, Travis Liska, Gregory Masota, James McLane, Anthony Moffa, Michael Morris, Jenny Narvaez, Dylan Niles, Joseph O'Brien, Donald Parker, Roman Rangel, Hailey Richardson, Chris Schmitt, Samuel Simmons, Toni Stehling, Jill Van Howeyk, Whitney Vandiver, Brendon Wheeler, Brian Wilson, Jared Wright, and Alexander Young.

1. **Approval of the May 24, 2024, Minutes:** The minutes of the May 24, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** A recommendation was requested for Regional Transportation Council's (RTC) approval of Amendment # 3 modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP) and direction for staff to administratively amend the Transportation Improvement Program, along with other administrative/planning documents, as appropriate, to reflect the approved modifications.

- 2.2 **Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of Metropolitan Planning Organization 50th Anniversary:** A recommendation was requested for Regional Transportation Council's (RTC) approval to utilize \$25,000 in RTC Local funds to support sponsorship of the Infrastructure Summit 2024.

A motion was made to recommend the Regional Transportation Council's approval of Items 2.1 and 2.2 on the Consent Agenda. Gus Khankarli (M); John Polster (S). The motion passed unanimously.

3. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program:** Lori Clark requested a recommendation for Regional Transportation Council (RTC's) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program, which is a brand-new program created under the Inflation Reduction Act. There are two sub programs, a school bus program and a vocational trucks program. Vocational vehicles are things like dump trucks, refuse haulers, utility trucks, bucket trucks, and for the purposes of this program also transit buses. There's an opportunity to replace existing trucks that are fueled by anything other than battery electric or hydrogen fuel cell with something that is battery electric or hydrogen fuel cell. If it's a truck in that category, there's an opportunity here for public agencies to apply directly to EPA. Lori highlighted there's value in pursuing a regional proposal because the private sector is not able to apply directly to the EPA. Also, a regional proposal opens up opportunities for an organization to request a small pilot project because EPA requires a minimum of three vehicles in a single application. Each individual application can request anywhere from 500,000 to \$60 million per proposal. Lori presented additional technical details about the existing vehicle versus what the new vehicle would have. This program provides new opportunities for the region, including increased funding levels for hydrogen fuel cell vehicles and electric vehicles, allows for replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles, flexible scrappage alternatives, funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles. The proposed NCTCOG application would request up to \$60 million from the EPA CHDV grant vocational vehicle sub-program on behalf of the region and reserve all EPA funds for project implementation by using the NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management. Lori provided a schedule including seeking approval at the July 11, 2024, RTC and July 25, 2024, Executive Board meetings; the EPA application deadline is July 25, 2024, anticipated notification of selection in November 2024, anticipated awards in February 2025, and if awarded, NCTCOG opens Call for Projects during the April-May 2025 timeline. An overview of the additional details was contained in Electronic Item 3. John Polster requested to explore opportunities on how entities like North Texas, who have always been ahead of the curve, can have more local flexibility, creativity, and what they do as opposed to having to be hit in these silos that we're always finding ourselves in.

A motion was made to recommend Regional Transportation Council (RTC) approval of North Central Texas Council of Governments application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Program for up to \$60,000,000, and amendment of the Unified Planning Work Program, along with any other planning/administrative documents as necessary if awarded. John Polster (M); Daneil Burnham (S). The motion passed unanimously.

4. **Blue-Green-Grey Round Four Application for New Ideas:** Sydnee Mangini requested a recommendation of the Regional Transportation Council (RTC's) approval of the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey (BGG) applications for New Ideas Round 4 on July 15, 2024, pre-application workshop on July 17, 2024, with applications due on August 16, 2024. The application for New Ideas funding amount of \$250,000 total; with no local match required with three anticipated awards. The purpose of the BGG program is to promote the planning and construction of green or sustainable infrastructure in the region, to advance small projects with innovative outcomes that can be scaled and/or replicated regionally with the focus on three elements: blue = water, green = environment, and grey = transportation. Sydnee briefly went through what the BGG program is and the previous funding rounds that have been allocated a total of \$449,080 in RTC Local. She mentioned project examples that may be either a feasibility assessment and/or planning for a BGG project or project is ready for construction and implementation. The project deliverables may look like: guidelines or planning documents for a pilot construction project that other entities can use, various test sites for a specific project, development/feasibility assessment of new technology or processes that could be integrated into any project. Sydnee presented the evaluation criteria in detail provided in Electronic Item 4.1 with the pre-application workshop flyer provided in Electronic Item 4.2. The schedule Round 4; opening the call on July 15, 2024, host the pre-application workshop on July 17, 2024, and while the call is open, will be accepting questions from applicants for a Frequently Asked Questions that will then publish online for anyone to review, if interested. Applications will be due on August 16, 2024, at 5:00 pm with taking September to review and score everything, and then bring back final recommendations for projects to be awarded at Surface Transportation Technical Committee and RTC in the October and November timeframe.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the opening of the Blue-Green-Grey applications for New Ideas Round 4. John Polster (M); Chad Edwards (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris announced he's drafted a memo to go to the 16 city managers for Dallas Area Rapid Transit (DART) for Transit 2.0 to engage with consultants and ask a series of questions around 7 tasks. Those seven tasks were provided in Electronic Item 5.1. Michael hopes with some consensus, in regard to Transit 2.0, for more collaboration and following the strategy that was requested by these cities. Michael highlighted high-speed rail with regard to ten years ago, Texas Central Partners working with the City of Dallas that came up with on how high-speed rail would get to Arlington and Fort Worth. Recently, the City of Dallas eliminated that quarter. He mentioned there are two paths to proceed, however we're in the middle of a \$10 million Environmental Study led by Dan Lambert's team and HNTB, who is our geometric consultant. He noted a July workshop of the Regional Transportation Council (RTC) is scheduled for July 11, 2024. Michael presented a brief overview of a few maps that were provided to the RTC members at the request of an Executive Board/RTC member, on the high-speed rail station. Additional details provided in Electronic Item 5.2. Michael mentioned that Friends of the Safety Committee met in Austin. He expressed appreciation to Natalie Bettger and Karla Windsor, along with encouraging anyone who would like to join this group if interested in reducing fatalities. Michael announced with the survey results from the June Surface Technical Transportation Committee meeting; two Committee meetings will be held virtually. Those meetings are scheduled for August 23, 2024, and March of 2025. Michael reminded the Committee of the 50th anniversary at the Irving Convention Center, on August 8, 2024. Michael mentioned that the Texas Department of Transportation (TxDOT) wishes to

maintain a hold on the suspension of the dynamic pricing changes of Managed Lanes during reconstruction. Michael noted that Electronic Items 5.3 and 5.4 were provided, as well as the list of other projects, by Natalie Bettger. He reminded everyone, these are intended to be innovative where major employers, or someone has a need for the next generation advice from universities. They engage with Natalie to get approval to get support from the universities to help generate great ideas to advance either technology, get a large employer, or someone to come to our region. Michael also announced that North Central Texas Council of Governments (NCTCOG) won the \$25 million Beltline Sunrise Rebuilding American Infrastructure with sustainability and Equity (RAISE) grant by partnering with Dallas County. Michael briefly noted Dan will give you more information when he brings demographics. It was noted that the Regional Information Services Department announced the region grew by a little less than 200,000 people in the last year, when there is typically a high growth rate of 150.

6. **2025 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the proposed changes to the Regional 10-Year Plan. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. The 10-Year Plan includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP). Brian noted that TxDOT began developing the 2025 UTP in fall of 2023 and North Central Texas Council of Governments (NCTCOG) staff coordinated with the TxDOT districts regarding project updates (e.g. costs/funding, environmental clearance and let dates), potential new projects, and 2024 projects that need additional funding to cover cost overruns at letting. Brian provided the principles for the development of the Regional 10-Year Plan: project should be included in the Metropolitan Transportation Plan (MTP) and be something that is supposed to be implemented by 2036, focus on "system" versus new, stand-alone projects, fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years), ensure equity of county allocations, maintain toll lanes/toll managed lanes on selected corridors, re-fund previously unfunded projects when possible, ensure all RTC projects are approved in 2025 UTP (including "placeholders"), and projects must be scored and should have a score sufficient to qualify for funding. Brian briefly provided an overview of the historical funding allocations for Category 2 and 4 and the amounts awarded by the TTC for Category 12 over time going back to 2017. Brian reminded the Committee that the RTC has a policy that for mobility funds such as Category 2, the Eastern subregion is supposed to get about 69 percent of the funding and the West gets the remaining 31 percent. He noted that NCTCOG staff is working with TxDOT on tracking all transactions related to Category 2 going back to 2014 to determine carryover as well as tracking non-formula funding, with more details to be provided in the future. Brian provided an overview of the next steps in the process, including incorporating changes to listings if the region receives any Category 12 funding from the TTC, finalizing project listings in coordination with the TxDOT districts and TxDOT headquarters, bringing back the listings for approval, including Category 12 amounts and changes to the let/completed projects list (e.g., 2024 cost overruns), providing an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking, and bringing back any project changes to the committees if the TTC action is different than proposed project listings. The timeline for the program was covered. Electronic Item 6.1 included additional information about the process. Electronic Item 6.2 contained the

proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contained the 10-Year Plan projects that have let or been completed.

7. **Nonregulatory Monitoring for Health and Attainment Policy:** Jenny Narvaez presented for Daniela Tower by briefing the Committee on an overview of a new policy that will encourage the continued development of a monitoring network to track movement of air pollution into the Dallas-Fort Worth counties that are in near-nonattainment for the ozone and fine particulate matter standards. Jenny introduced the new policy as Vision Zero for Health. By putting this policy in place, it would allow the ability to support a comprehensive air quality monitoring network in partnership and continuing development with local governments and industries to better identify suitable locations for these monitors. Jenny highlighted through this policy, North Central Texas Council of Governments (NCTCOG) would also identify funding sources through the federal government, maybe the state and local, and focus on implementation along with deployment of these different monitors. NCTCOG would ensure proper installation and maintenance, data management, and storage. She mentioned most importantly would be the public engagement and communication part to show the data that is collected to the general public and develop educational materials, as well as engaging the residents and stakeholders to evaluate and report to basically assess the impacts of these monitors and the performance of them. Jenny noted the region is now in severe nonattainment for ozone for the 2008 standard, and serious non-attainment for the 2015 standard. If we don't reach attainment for the severe standard, in 2026, there will be Section 185 fees that will kick into effect in 2028. If attainment isn't reached for this severe standard, fees will kick in place and there will be an annual charge for owners of major point sources every year and that could deter people from wanting to come to our region. More information will be provided in the coming months.
8. **National Zero Emission Freight Corridor Strategy:** Jared Wright provided a brief update of the recently released National Zero-Emissions Freight Corridor Strategy and projects in the North Central Texas Council of Governments (NCTCOG) region that align with the strategy. The strategy and phases were developed by the Joint Office of Energy and Transportation in collaboration with the U.S. Department of Energy, Department of Transportation, and the Environmental Protection Agency. The strategy lays out a structured approach to accelerating sustainable and scalable deployment of zero-emission medium- and heavy-duty vehicles, aligns with where the market is at today and upcoming projects, and prioritizes federal investments in zero-emission medium- and heavy-duty vehicles and infrastructure, and ensures best outcomes for communities, operators, and economy. Jared highlighted the phases for the Corridor strategy with phase 1 to establish hubs based on freight volumes, phase 2 by connecting the hubs along critical freight corridors, phase 3 to expand corridor connections and phase 4 with a complete network by linking regional corridors for ubiquitous access. He mentioned the local construction synergies with the NCTCOG Charging and Fueling Infrastructure Corridor Award to construct up to 5 publicly accessible medium/heavy duty hydrogen refueling stations across the Texas Triangle with a \$70 million award announced in January 2024. He briefly provided an overview of the local planning synergies: the completed NCTCOG Interstate Highway (IH) Zero Emission Vehicle Plan, Houston to Los Angeles IH 10 Corridor project, and the Texas Department of Transportation (TxDOT) Medium-/Heavy-Duty Charging Infrastructure Task Force. Local governments can utilize the NCTCOG region's inclusion in plan to leverage federal investments. Inclusion in the plan, alternative fuel corridor designations, and national freight corridor designations provide opportunities to prioritize federal funding that may be useful for

comprehensive plans or economic development corporations. Electronic Item 8 provided more information as presented.

9. **Surface Transportation Technical Committee/Regional Transportation Council**

Officers: Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2024-2025 term: G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Chair); Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Vice Chair); and Brian Shewski, P.E., PTOE, Transportation Manager, Transportation Engineering, City of Plano (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 27, 2024, meeting. In addition, the new Regional Transportation Council officers for the 2024-2025 term are Clay Lewis Jenkins, County Judge, Dallas County (Chair); Rick Bailey, Commissioner, Johnson County (Vice Chair); and Brandon Jones, Councilmember, City of Lewisville (Secretary).

10. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Aliyah Shaikh noted the deadline to submit Transportation Improvement Program (TIP) modifications for the November 2024 TIP Modification submittal was June 28, 2024.

Brian Wilson provided the Progress North Texas handbooks for each member. Progress in North Texas, the annual transportation State of the region that is organized around the theme of technology using technology to get you there. Brian congratulated the art contest winner, Kaylee Gibson, a student at Fort Worth Independent School District, if you would like additional copies, please let Brian Wilson know and it's also available at: Online@nctnctcog.org/ourregion.

Jesse Brown briefed the Committee on the Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy report provided in Electronic Item 10.1, regarding the Regional Transportation Council's (RTC) tolled managed lane policy. In particular, the High Occupancy Vehicles (HOV) +2 subsidy amount. The subsidy is to help offset the cost of the discount that is given to HOV users that travel on tolled managed lanes during peak periods. The RTC is responsible for the subsidy on the North Tarrant Express, as well as the LBJ Express facilities. As of June 2024, that subsidy is about \$9.8 million. In the packet, a managed lane system map for the region, the subsidy amount broken out by corridor, as well as the status and some statistics on the Go-Carma program that was implemented in 2020. Our next report to this committee is expected in September of 2024.

Alyssa Cunningham briefed the Committee on air quality planning and funding. The Texas Commission on Environmental Quality, or TCEQ, under the rebate grants program, is accepting applications for the grants for heavy duty vehicles and equipment program until July 29th, 2024. Eligible projects include the replacement, repower or electrification of heavy-duty vehicles, the purchase of new near zero or zero emission heavy duty. Schools eligible purchased fuel types include newer diesel vehicles, hydrogen, compressed natural gas, liquid natural gas, propane, methane and electricity. There is \$9.5 million in funding available for small business projects and \$14.7 million for new purchase projects. For more information, please visit the website located at: www.nctcog.org/aqfunding. The upcoming Dallas-Fort Worth (DFW) Clean Cities event will be hosted on August 6, 2024, at the North Central Texas Council of Governments offices from 10:30 am to 12:30 pm. Vendors will present information on their products, services, showcase light, medium and heavy-duty

vehicles, and answer questions from local stakeholders. Please visit our website for more information and to register at: <https://www.dfwcleancities.org/events>.

Carolyn Burns highlighted information on the Clean Air Quality Project Spotlight: GUMBO Workforce. Gumbo stands for the Guaranteeing access to Underserved and Marginalized Populations by Building employment Opportunities. North Central Texas Council of Government's Dallas-Fort Worth (DFW) Clean Cities is working to expand technician training at local colleges to include installation and maintenance of Electric Vehicle (EV) charging equipment, meaning EV charging stations. This program supports the Justice 40 initial by targeting benefits towards disadvantaged communities. If anyone knows of any community-based organizations, community colleges, and workforce development programs, they are invited to get involved by spreading the word on this program. To participate, please e-mail cleancities@nctworkntccog.org. Additional details were provided in Electronic Item 10.2.

Jenny Narvaez presented for Daniela Tower by providing the 2024 ozone season update design value of 78 at the monitors of Pilot Point and Eagle Mountain Lake with a total of 13 exceedances, 11 orange and two red. More details were provided in Electronic Item 10.3.

Jackie Castillo announced a hybrid public meeting was held here on Monday, May 13, 2024. Staff presented information related to the planning advances for high-speed rail between Dallas and Fort Worth, 2025 to 2028 Transportation Improvement Program, and the new National Air Quality Standard, fine particulate matter. Additional details were provided in Electronic Item 10.4. On the mentioned topics, additionally, a public meeting will be hosted at North Central Texas Council of Governments, on Monday, July 8, 2024, at 12:00 pm. For more information, please see Electronic Item 10.5. The public comment report is a collection of general comments submitted by members of the public from Saturday, April 20, 2024, through Sunday, May 19, 2024. Comments and questions can be submitted via Facebook, Twitter, fax, e-mail, online and in person. Comments related to walking, biking, sustainable development, and transit conditions were in the majority. For more information, please visit Electronic item 10.6.

Written Progress Reports were provided in Electronic Item 10.7.

11. **Other Business (Old or New)**: There was no discussion on this item.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 26, 2024.

The meeting was adjourned at 2:53 pm.